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RACING THE "EIGHTS" ☆ SOUTH TO SUNNY SPAIN

Distinctive Leadership Afloat

Rod and reel in your hands and this Higgins 30-foot cabin Sportster under you . . . warm southern waters and the big babies biting like fury. This is it. This is the life as it should be. Halcyon days of pleasure go with the ownership of any one of the Higgins line of watercraft, from the smallest to the largest—for they are designed to dominate the watercourses of the nation—the last word in seaworthiness, power and beauty.

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WORLD'S FINEST BOATS BY THE WORLD'S LARGEST BUILDERS

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GREAT MOMENT

MARINES—most of them shielded by the sides of their sturdy, speeding landing barge—strike swiftly at another island fortress . . . the great moment for which these courageous fighters have so long and tirelessly trained.

It will also be a great moment for motor boat enthusiasts when Chris-Craft Corp.—now 100% engaged in building landing barges and other military craft—resumes peacetime production. Then, Chris-Craft will have finer boats than ever for your pleasure. Whichever boat you choose, dependable lubrication will still be necessary for trouble-free engine performance. You can assure this with Texaco.

Texaco Marine Motor Oil assures full power and fuel economy by keeping engines clean, rings free, valves active, ports clear.

Texaco Marine Lubricants are used by the Army, Navy, Coast Guard, U. S. Engineers, and by a majority of operators of WSA vessels.

Texaco Waterfront Dealers are everywhere. Call upon them freely. The Texas Company, *Marine Sales Division,* 135 East 42nd Street, New York 17, N. Y.

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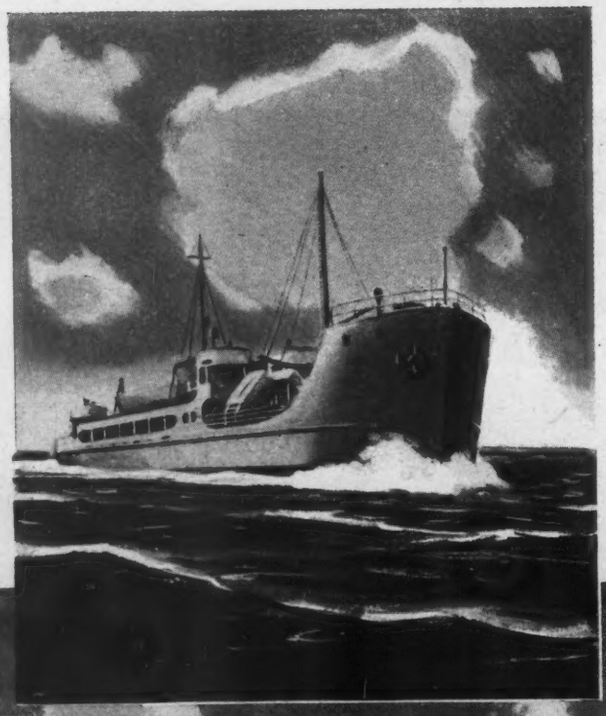

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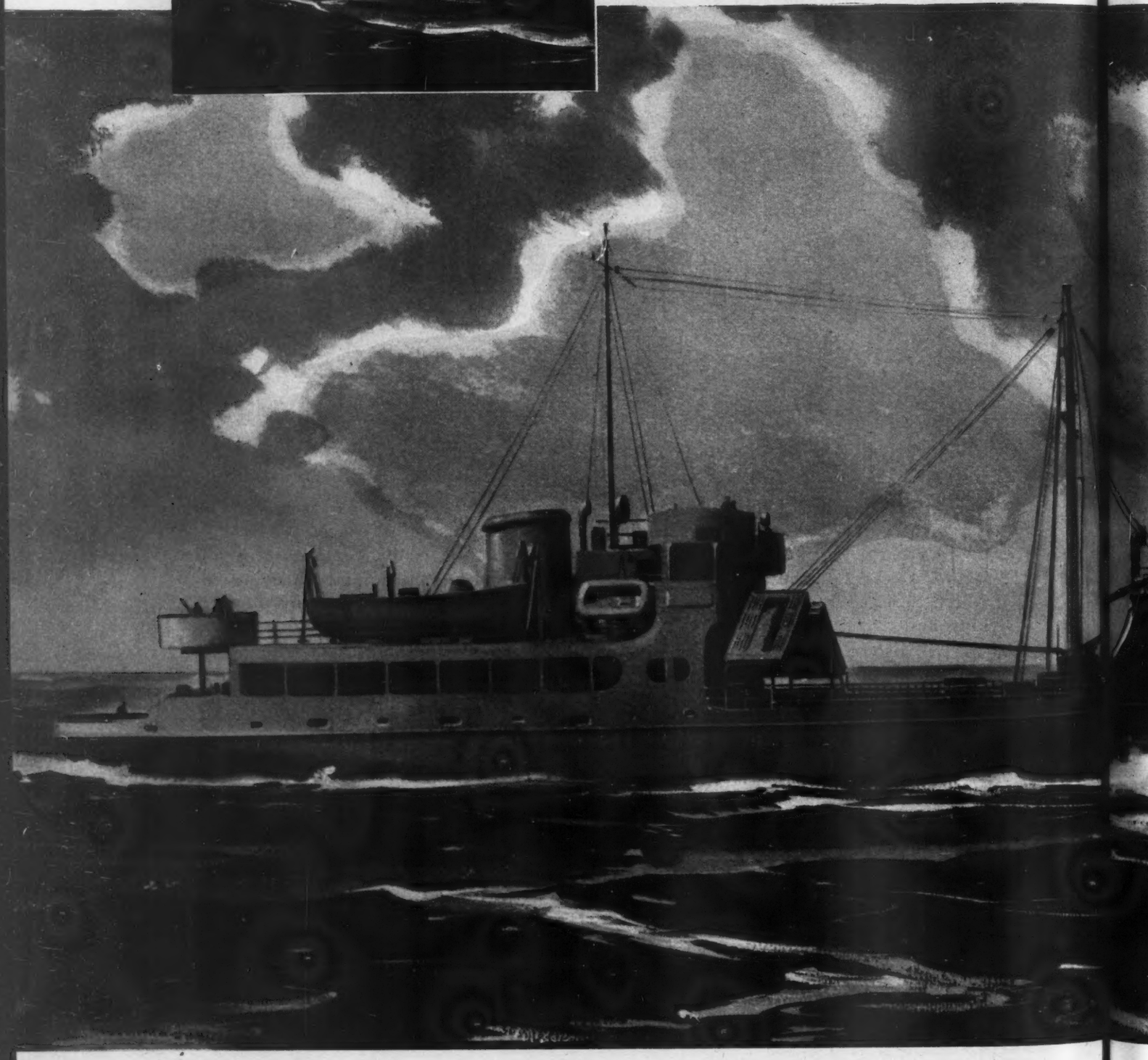

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...the Army's Navy, too

This is one of a fleet of vessels recently built for the U. S. Army Transportation Corps. Powered by General Motors Diesel engines.

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Thin Skinned *BUT STOUTLY POWERED!*

From Leyte to Luzon . . . from Britain to Brittany . . . on all waters where war is waged and won — look for Hall-Scotts in the hulls of the history-writing Fairmile (ML) motor launches — and in landing barges, aircraft rescue and fast patrol boats of every description.

Hall-Scott provides two basic marine motor "musts" to propel these crafts with what it takes for rugged escort duty, minesweeping and landings under fire — POWER and DEPENDABILITY. These, in turn, stem from a domed combustion chamber for higher compression pressures plus measurement tolerances throughout the engine, approximating one-half of customary practice.* Look for lessons learned in war for even finer Hall-Scotts in peace!

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We wouldn't disappoint Hon. Admirals...

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SO LONG as there are Japanese admirals who choose to die "in action" against America's armed might, our job is to help them get their wish.

But when that's that, and Uncle Sam no longer needs our yards and services, we'll be at *your* call again. By the time you're ready to use your boat, we'll be ready to put her in shape. Big or little, sail or motor, coast-wise or ocean going, pleasure or commercial, your boat has been our business since 1897.

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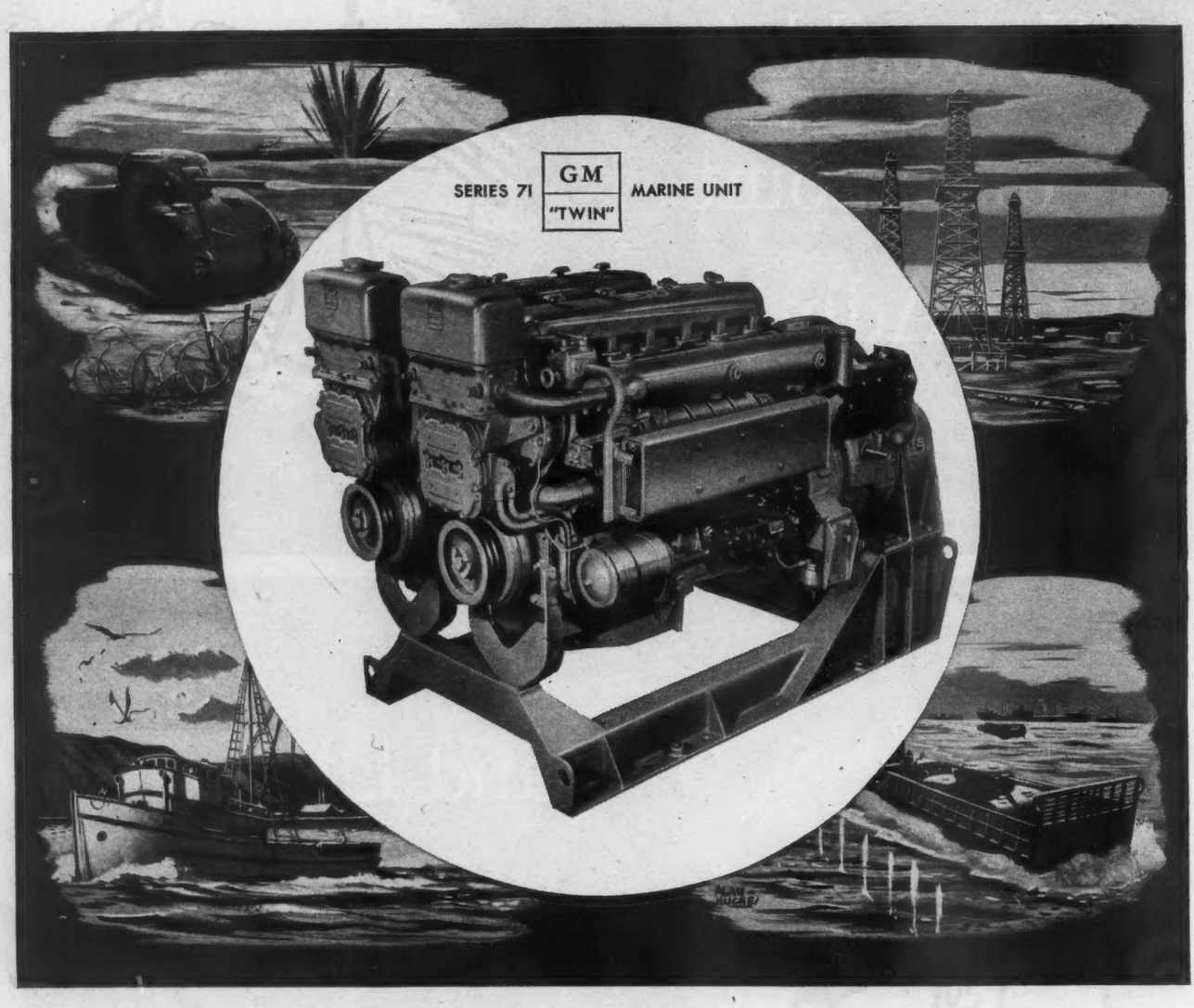

SAVING BOTH SPACE AND WEIGHT

This is a pair of General Motors series 71 Diesel engines built side by side, delivering their power through a single shaft. It is Detroit Diesel engineers' answer to an urgent call for a lot of dependable Diesel power in a small space.

Some of the jobs assigned the basic series 71 power units in "Singles," "Twins," and "Quads" are among the toughest on the books today—powering landing craft and driving Army M-3, M-4 tanks and M-10 tank destroyers.

It takes "oomph"—plenty of it—to plow a tank through hip-deep mud, to lift it out of shell craters, to keep it hot after the enemy—to beach and extricate a landing craft when the breakers are running high.

So it is easy to look ahead and see how these "multiple" Diesels will take hold of the countless jobs of industry and perform them equally well—particularly where the ratio of power to weight or space is of prime importance.

And remember, these "Twins" and "Quads," like the single sixes, share all the important developments which General Motors has contributed to Diesel science.

KEEP AMERICA STRONG
BUY MORE WAR BONDS

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GENERAL MOTORS
DIESEL POWER

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COMPLETE, COMPACT . . . and COMFORTABLE—a three word test for a boat interior—and one that your Richardson will pass with flying colors!

Everything needed for pleasant living on the water will be available in the Cruiser of Tomorrow. Shown is the dinette with adaptable seat that can be swung astern for forward viewing. The same compact unit makes up into a double berth for comfortable sleeping. The dinette is just one of the features to watch for in the Richardson. You'll like the handy galley unit, extra berth, roomy lockers, etc. Low in price, economical to operate, a beauty to behold—you will find her well worth waiting for. Write for further information.

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We have a few copies of the Richardson "Owners Manual" available for skippers of Richardson-built craft. Write for your copy giving your boat's serial number.

BUY WAR BONDS AND STAMPS

ARMY E NAVY

RICHARDSON *Cruisers of Tomorrow*

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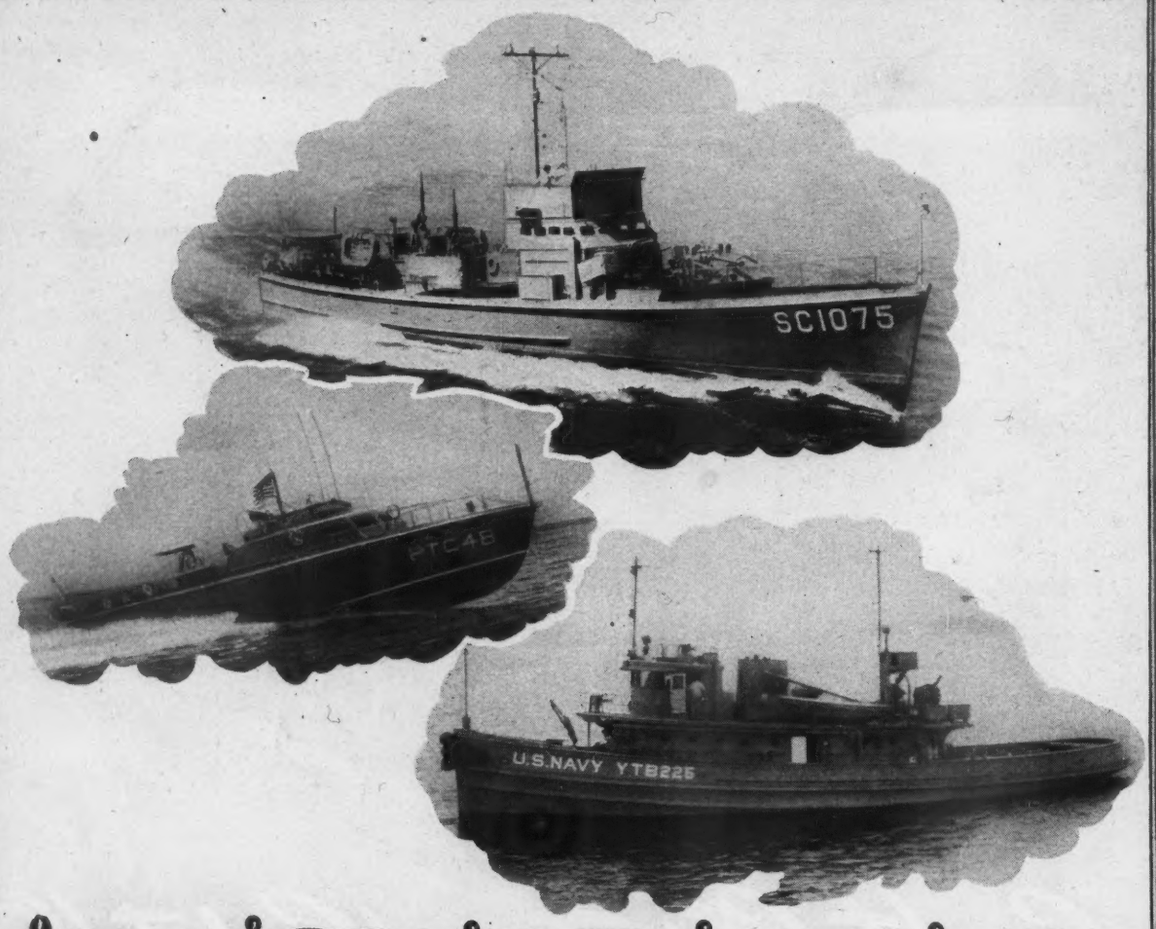

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Good for 12 months

The New **TRUMPY** *55-ft. Diesel Cruiser* WITH STACK EXHAUST

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10Q YEARS BUILDING SHIPS

EVER SEE THE

SMOKE DRAKE?

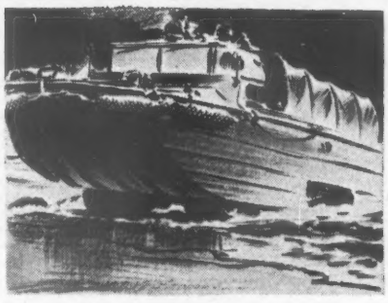
News stories of "Ducks" are endless. Ducks have been in the first line of every invasion from New Guinea to Normandy.

"Ducks" have performed many amphibious tasks that no other vehicle could duplicate. Here is a new use reported from the Leyte landing. Equipped by the Chemical engineering division with a smoke generator—named the "Smoke Drake" by the GI's—they covered the invasion craft and saved many a life and boat!

On both the "Duck" and the "Drake," Federal-Mogul propellers are giving outstanding proof of dependability—in the toughest job possible.

Today our four plants are at peak production, building propellers from 4 in. to 12 ft. for combat and service ships of the Allied Navies.

Tomorrow, a peace time "know how" augmented by improved methods of precision manufacture promises even finer propellers and companion products. Federal-Mogul Marine, 4043 Beaufait Ave., Detroit, Mich.



THE "DUCK"—a versatile amphibian 2½-ton, 6-wheel truck—travels up to 50 miles an hour on land, swims out to sea carrying loads from ship to shore, "pushed thru" by dependable Federal-Mogul propellers.

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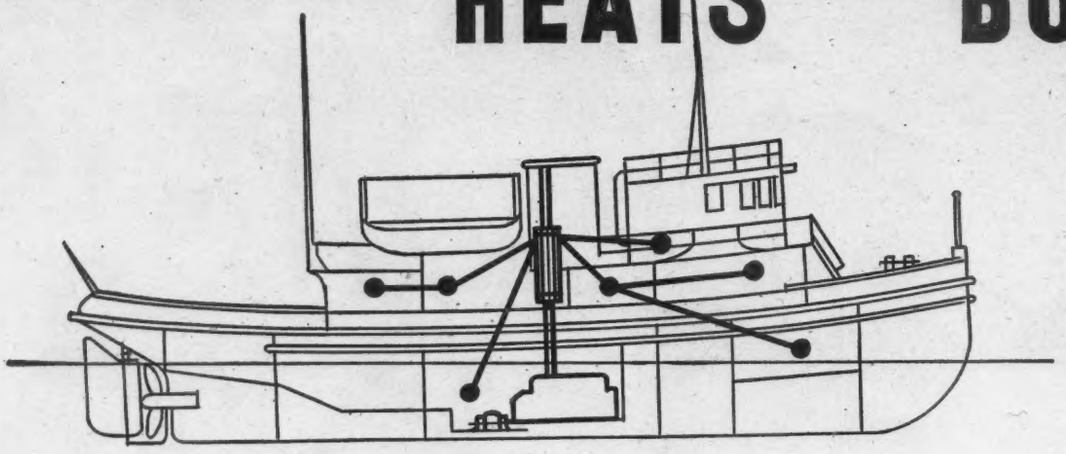
The coveted Army-Navy "E" with stars, awarded Federal-Mogul Marine Division "for high contribution to American Freedom."

THIS SILENCER HEATS THE BOAT



Maxim Heat Recovery Silencers not only provide effective silencing of engine exhaust noise plus 100% spark arresting, but also produce steam that can carry the entire heating load of the ship while at sea. As shown in the diagram above, heating for pilot house, crew's quarters, galley, etc. can all be taken care of by a Maxim Heat Recovery Silencer using engine exhaust as the source of heat. The steam can also be used with evaporators to produce fresh water supply, thus releasing more capacity for fuel tanks.

For silencing without the heat recovery feature Maxim makes units that effectively silence internal engine exhaust or intake, steam engine exhaust, air compressor intake, vacuum pump discharge, blower intake and discharge, high velocity steam, air or gas discharge. Engine exhaust silencers available with or without the spark arrestor feature. Bulletins on request.

1—Expansion Joint to permit dry operation.
2—Spark Arrestor.
3—High water line maximum steaming rate.
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5—L shaped fins also serve as conduits for leading gases from one attenuating chamber to the other so that excellent silencing is acquired.
6—Spark Box.
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8—Cleanouts—provide ready access for cleaning of soot deposits.
9—Steam Outlet.
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11—Heavy shell.
12—Extended heating surface—requires the minimum of attention and maintenance.
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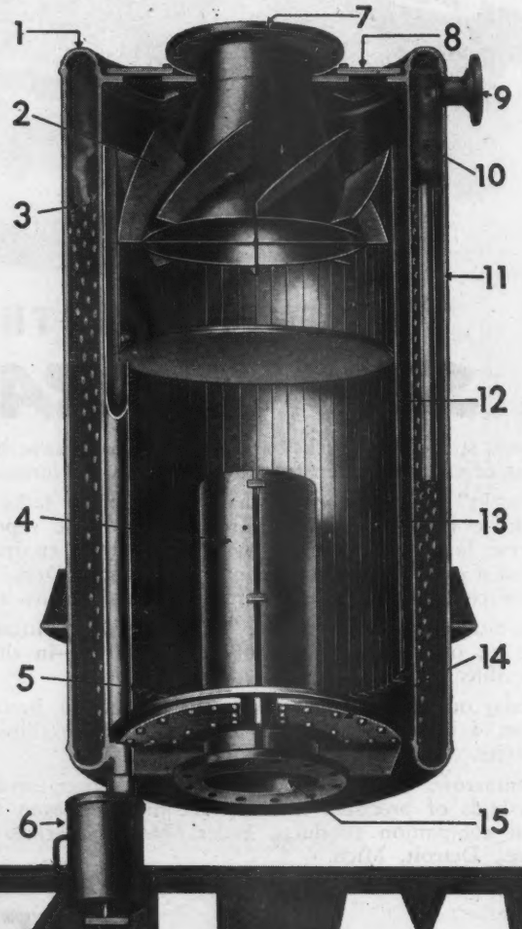
14—Cleanouts.
15—Exhaust Inlet.



SEND FOR HEAT RECOVERY BULLETINS
WH-100 WH-103

ARMY E NAVY

THE MAXIM SILENCER CO.
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MAXIM

Lounging deck looking aft. Continuous teak deck, 15 feet wide, stretches almost full length of yacht. Hull double planked with Everdur bronze fastenings.

This partial view of dining salon gives some idea of yacht's luxurious accommodations. Interior finished in selected hardwoods.

Owner's double stateroom. Yacht also has two guest double staterooms. Hot and cold running water, electric toilets, venetian blinds.

Custom-Built Luxury

IN A STANDARDIZED CRUISER

Above you see the "Shangri-La". She's a 57-foot twin screw Diesel. The pictures at left show some of the reasons why she is considered by many one of the most luxurious and best arranged yachts of her size ever built. Not shown, however, is a full width galley, equipped with gas range. Also not shown are two shower baths, located in the owner's quarters. Spacious and comfortable quarters, complete with shower, are also provided for the crew.

Now add three feet to the Shangri-La's length. Then add many of the scientific improvements in machinery, electrical equipment and mechanical conveniences developed during the war and you've got the new post-war Annapolis "60" . . . a superbly designed yacht which brings custom-built luxury to a standardized cruiser.

The Annapolis "60" is ready to go into production the instant Uncle Sam tells us we can once again build for your fun and relaxation. So, act now! Write for new descriptive booklet today.

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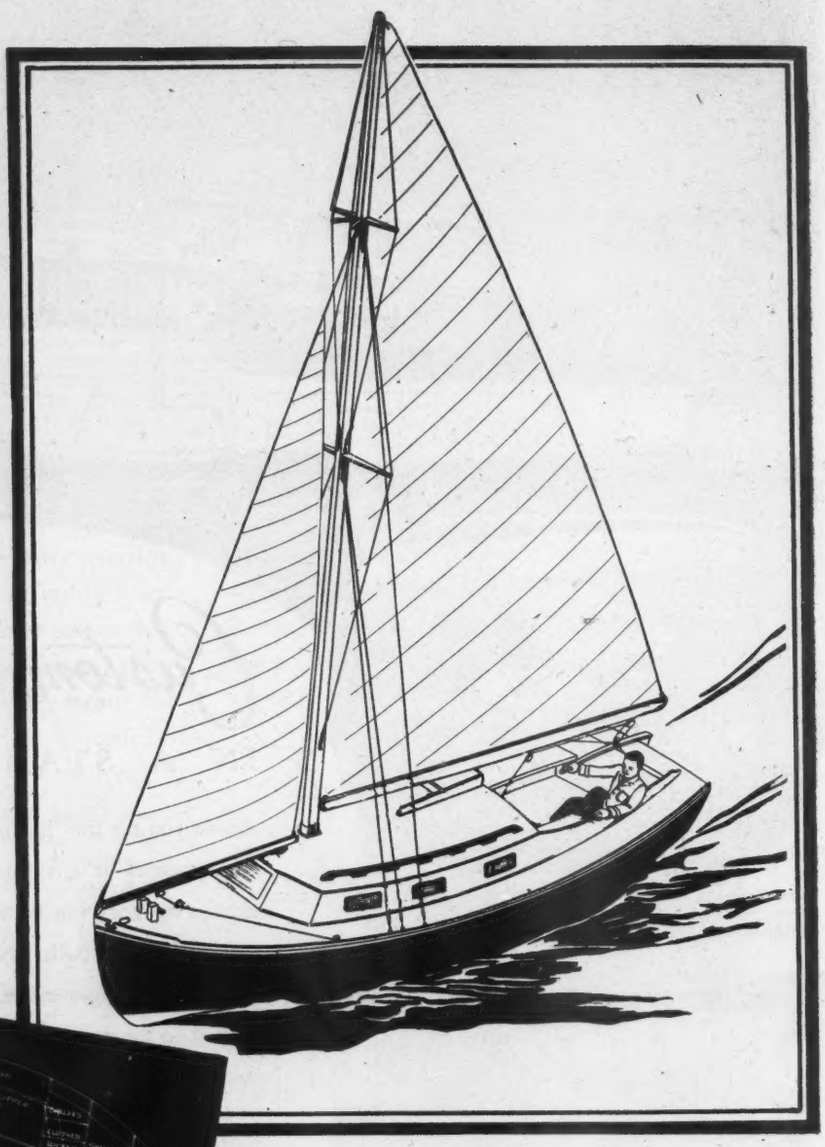
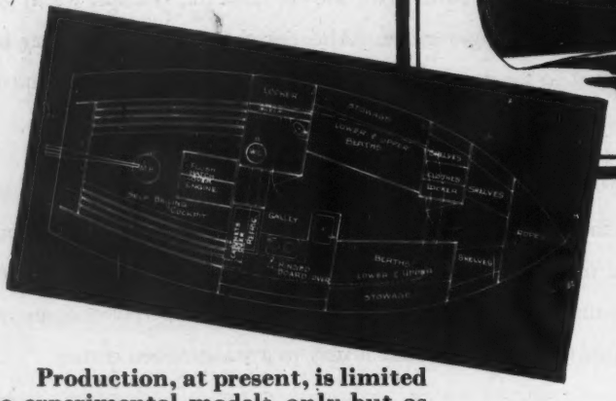
The GIBBS 28 foot Auxiliary Cutter

The biggest little auxiliary ever built, this GIBBS twenty-eight footer has twelve-foot beam and six foot six inch clear head-room throughout. Designed by W. F. Crosby, she has four full-length berths, two lowers and two uppers, a roomy enclosed toilet and a sea-goin' galley that will delight the cruising man. There is ample locker and shelf space, a big lazarette, self-bailing cockpit and an entirely segregated engine compartment under the flush cockpit floor.





Production, at present, is limited to experimental models only but as soon as restrictions are lifted this boat and other GIBBS craft will be placed in full production and be available to yachtsmen everywhere.

This GIBBS cruising cutter is built entirely of waterproof plywood and is leak and wormproof. She will be available in either a keel model (4′-6″ draft) or a centerboard boat with three foot draft. In the latter model the centerboard trunk is completely below the cabin sole. Total sail area is over 400 square feet.

GIBBS

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World-Famous for *Dependability* –

Scripps 200 Series, 6-cylinder 225 h.p. 678 cu. in. disp. True right and left models for twin installations. Present production is for the Allied Nations but literature will be sent on request.

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The "38" Raised Deck Sedan—a roomy, all-weather all-purpose model

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For husky construction

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Traditionally, Matthews Stock Cruisers have been the huskiest constructed cruisers afloat. They have always been built for heavy going—to assure you and your guests real comfort and stability when you have to weather a real blow.

Ask any Matthews owner—and he'll tell you why thousands of experienced yachtsmen have preferred a Matthews since the first one was launched 55 years ago.

We are now turning out 36' LCVP Landing Craft for Uncle Sam—but when our present job is finished we'd like to send you our first post-war announcement. If your next cruiser falls in the 35 to 60 foot class, write us today and we'll add your name to our mailing list.

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"WHEREVER YOU CRUISE YOU'LL FIND A MATTHEWS"

In all three –

WAR SERVICE
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COLUMBIAN PROPELLERS

Prove Their Superior Quality

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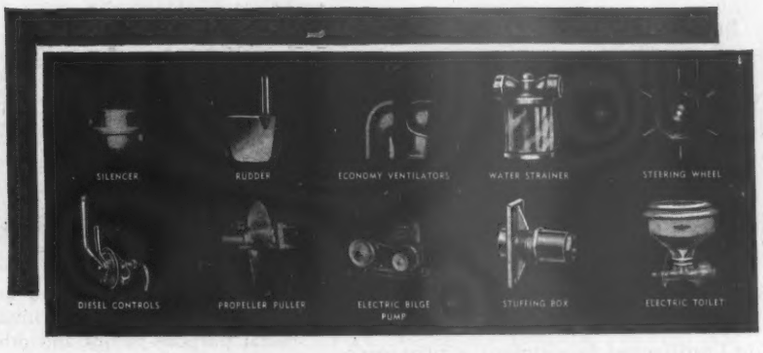

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. . . . . *With a Columbian Propeller behind, you will come out ahead in the end* . . . .

The sea makes the rules for the Navy!

NAVY SHIPS are built to take the worst the sea can give.

In battlewagons or in tenders, every piece of equipment . . . every bit of gear . . . must be the best that marine engineers can design and that industry can build.

Yes, the sea makes the rules . . . but American builders, teamed with American fighters, have more than met its challenge in this war of speed and striking power.

Marine Products, working with these industrial leaders, is proud to share their standards of manufacture . . . proud that Marine Engineered Equipment is proving its toughness and reliability in action on the seven seas.

Now, a promise! You may look to Marine laboratories and shops for new peacetime products for *industrial* as well as *marine* use . . . and they will measure up in every way to these high wartime standards. We'll be glad to tell you more.

HARD-HITTING amtracks are among the long list of amphibious and other "invaders" equipped with M-P special purpose pumps and other marine engineered equipment designed and built *on time* by Marine Products to rigid Navy specifications.

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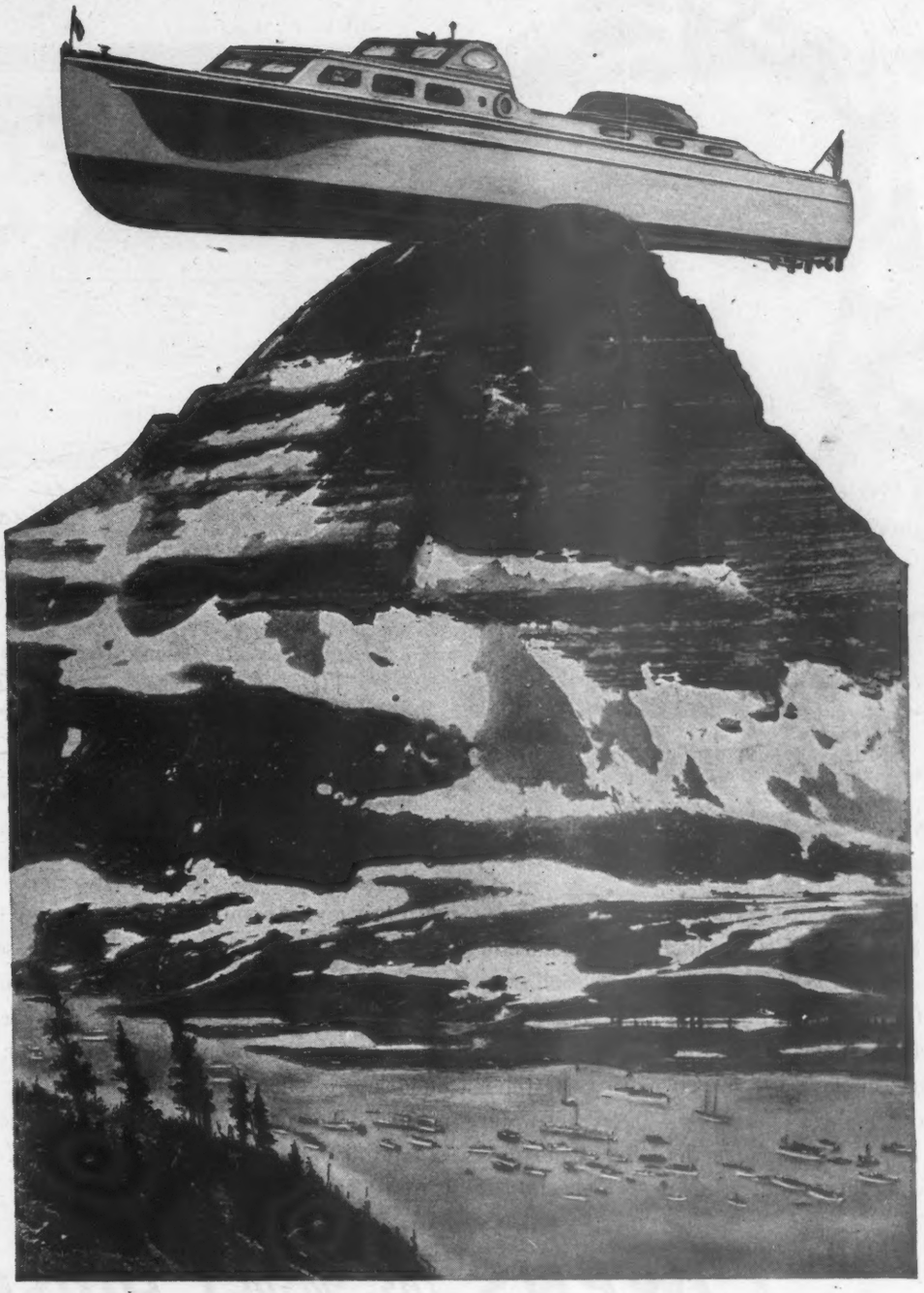

The Postwar FAIRFORM FLYER will again Lead the Field in Comfort, Operating Economy, Safety, Stability, Seaworthiness, Speed and Silence

New Models Throughout — 28 to 100 Feet

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For Real Livability OWN an OWENS!

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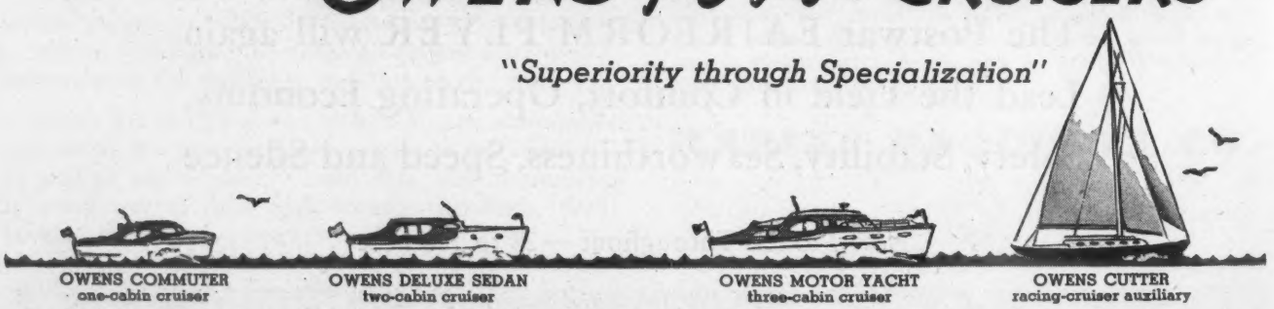
"Superiority through Specialization"



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The same experience goes into MOBILOIL MARINE for your boat!

- A new grease for the Navy's catapult planes which not only lubricates but, in spite of salt spray, protects plane parts from rusting . . .
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These and dozens of other war products demonstrate Socony-Vacuum's skill in developing lubricants which are exactly right for particular jobs.

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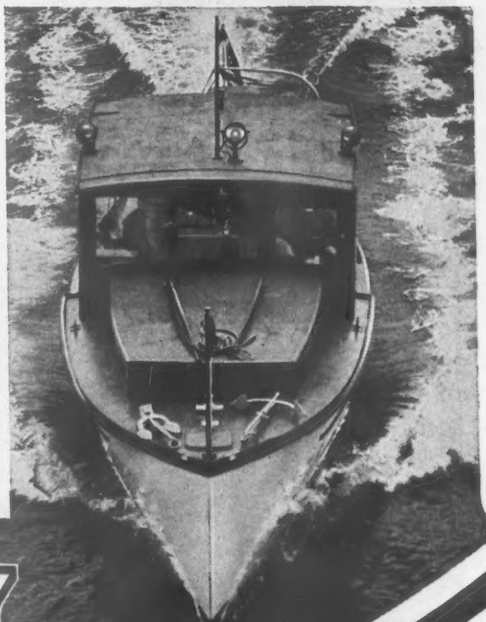

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The *BIGGEST* Fish are where you find 'em

"No muskie here", Charley the guide had said . . . *and then the old warrior struck* . . . smashed the lure like a bolt from the blue . . . and exploded into a battle worth a week of any man's fishing! Which makes the best of guides look sheepish—and proves the truth of the old adage, "the biggest fish are where you find 'em".

For 35 years . . . stalking every variety of game fish in every kind of water . . . fishermen have been *finding 'em* with Evinrudes. The matchless experience of these Evinrude owners has constantly contributed to the development of *features every fisherman wants.* With peace, they will again be yours . . . in motors still finer for fishing, and for every other service. EVINRUDE MOTORS, Milwaukee, Wis.

BUY MORE WAR BONDS

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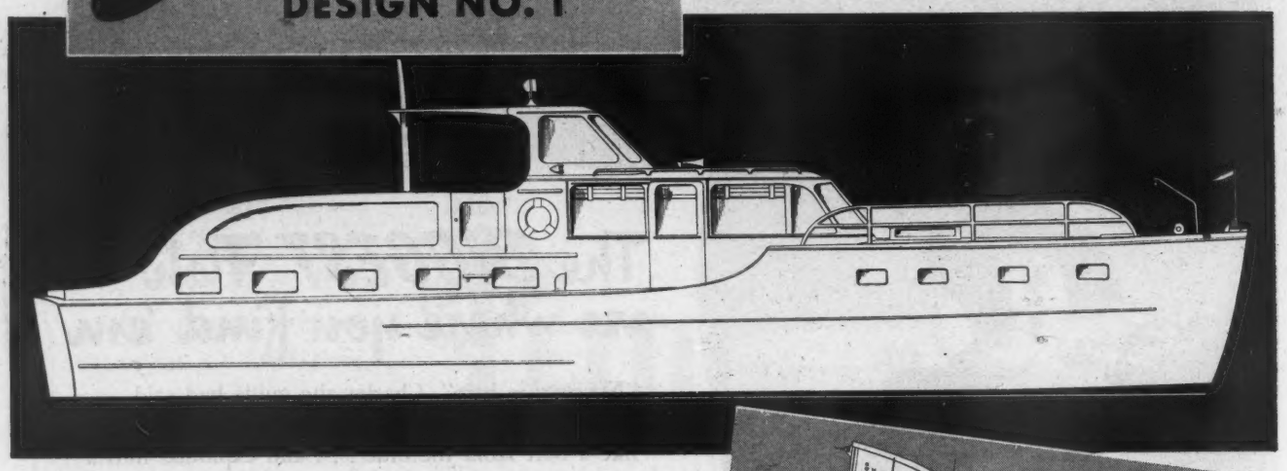
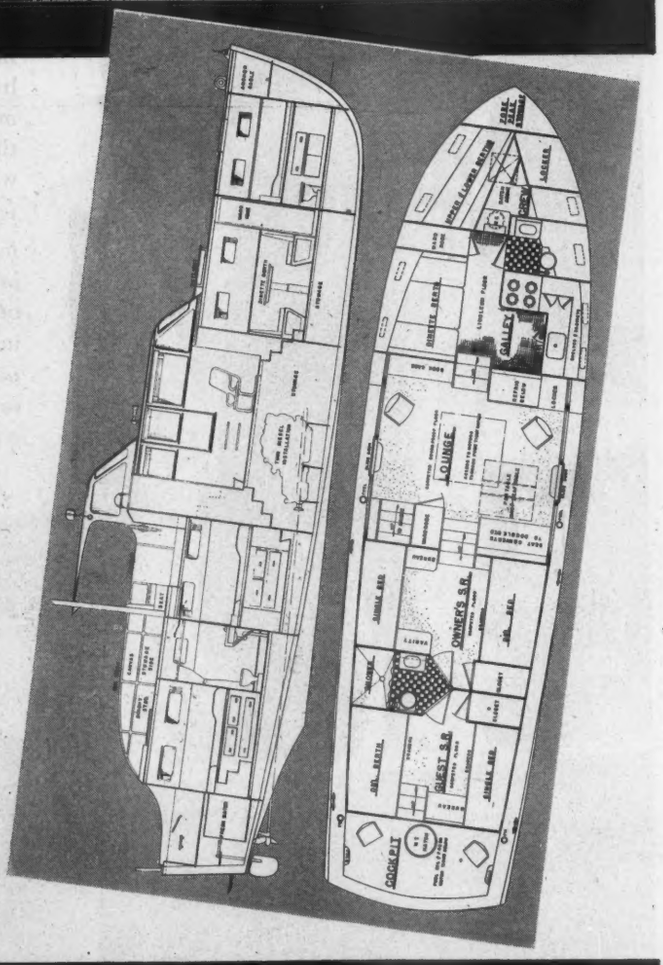
EVINRUDE *OUTBOARD MOTORS*

THE STURGEON BAY SEMI-Custom DESIGN NO. 1

Your choice of design and arrangement from one standard hull!





STURGEON BAY introduces cruising luxury designed to provide a choice of personal tastes — from a one-design hull created to allow benefits obtainable at stock design costs.

Illustrated is design No. 1 — a flying bridge yacht that provides cruising accomodations for ten, including crew. Arrangement includes large open-view lounge, two complete staterooms, three toilets, and ample galley with gas, range and refrigeration. All berths are at least 6'3" long and *minimum* cabin headroom is 6'3". Hot running water is provided throughout. Aft of bridge is a large sundeck, dinghy storage, and self-bailing cockpit — also in stern are fresh water tanks of 250 gallon capacity.

The all-welded metal hull is cork insulated from cold, heat and noise — and measures 49'11" overall, with load waterline of 47'6". Beam is 13'4" with a draft of 3'3". Power is twin diesel of 110 H.P. each with fuel capacity of 500 gallons — enclosed below under fume-tight, sound insulated deck. Six watertight bulkheads make up the hull. If you are looking for custom design at stock boat prices this is the type of yacht to receive your first consideration.

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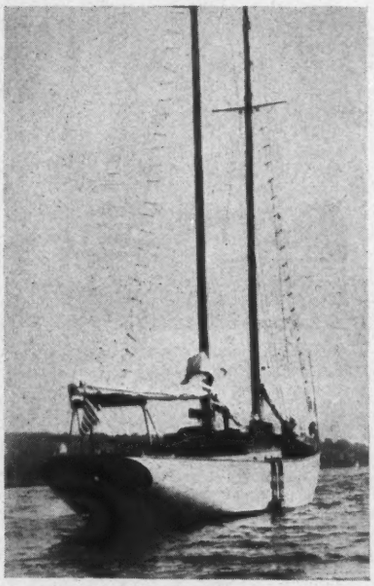
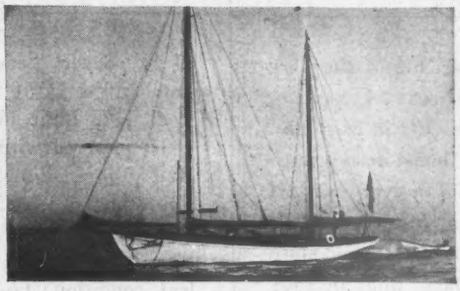
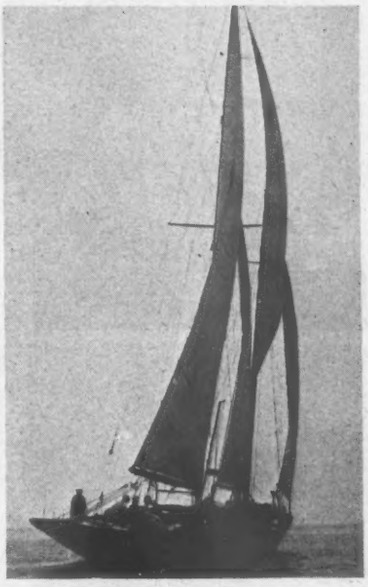
YACHT BROKERAGE AND INSURANCE



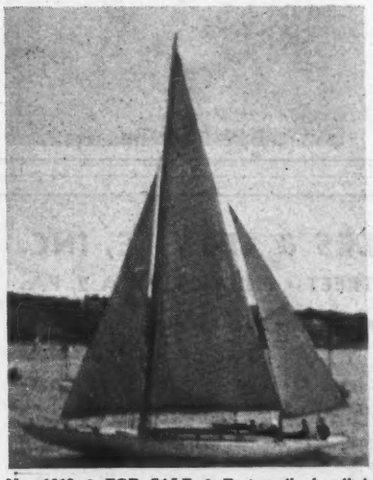
No. 306 • FOR SALE • Auxiliary cruising schooner with new modern rig. 57′ 6″ x 42′ 8″ x 14′ 6″ x 7′ 8″. Alden design. Hull recently reconditioned and in fine condition. New teak deck. Sleeps six aft with double stateroom. Galley forward. Stainless rigging. Removable forestay. Working and light sails A-1. 6-cylinder Gray engine like new. Laid up in Michigan. Price $13,000.



No. 205 • FOR SALE • Extremely able cruising ketch designed by John Alden. Hull very similar to famous *Malabar IV*. 46′ 10″ x 35′ 6″ x 11′ 11″ x 6′ 9″. Interior rebuilt 1944. Main cabin sleeps four. Has single stateroom. Galley and berth for crew forward. 1942 6-cylinder Gray engine. Laid up near Boston.



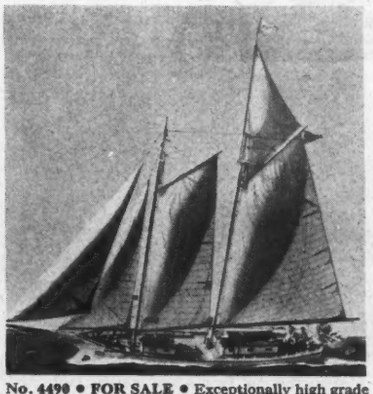
No. 3045 • FOR SALE • Attractive flush deck cruising schooner. Built by Lawley and has had fine care. 69′ 4″ x 45′ 9″ x 14′ 6″ x 7′ 6″. Has staysail rig. No bowsprit. Very easy to handle. Sleeps six aft including large double stateroom. Galley and crew quarters forward. Built without regard to expense at cost of about $50,000. In commission 1944. Not used by Government. Laid up near New York. Price $9,500.



No. 1019 • FOR SALE • Fast easily handled cruiser, designed and built by W. Starling Burgess. 50′ 3″ x 32′ x 10′ 3″ x 7′. An old boat but in the best of condition. Has back staysail at present which can be eliminated for easy conversion to sloop or yawl rig. Sleeps five. Has 40 h.p. Palmer engine and cruising equipment. Laid up near Boston. Price $4,000.

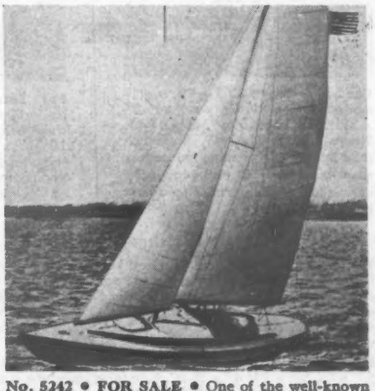
No. 458 • FOR SALE • Fast modern cruising schooner. Designed by this office and built by Dauntless Yard in 1930 to highest specifications. 61′ x 43′ 3″ x 13′ 4″ x 8′ 3″. Double planked mahogany, lead keel, teak decks, stainless rigging, hollow spars, chrome fittings. Sleeps six aft including double stateroom. Galley and crew quarters forward. 6-cylinder Gray engine. Boat laid up in Maine and is in beautiful condition. Also, has gaff foresail.

No. 5462 • FOR SALE • Husky cruising schooner designed by Crocker. 36′ 2″ x 32′ 2″ x 11′ 1″ x 5′. Sleeps six, including double stateroom. Galley amidships. Has 1938 Gray 4/52 engine. Upholstery new 1939. Double head rig. Very easy to handle. Boat is plainly finished and easy to keep up. Inspectable near Boston. Price $5,200.



No. 4490 • FOR SALE • Exceptionally high grade cruising schooner. Surprisingly fast. Designed by M. G. Peterson and built in 1935 of best materials and workmanship. 41′ 2″ x 33′ 8″ x 12′ x 6′. Heavy construction. Boat is beautifully kept up and looks like new. Not used since 1941. Sleeps five including double stateroom. Large galley aft. Lathrop motor. Inspectable near Boston. Price $14,000.

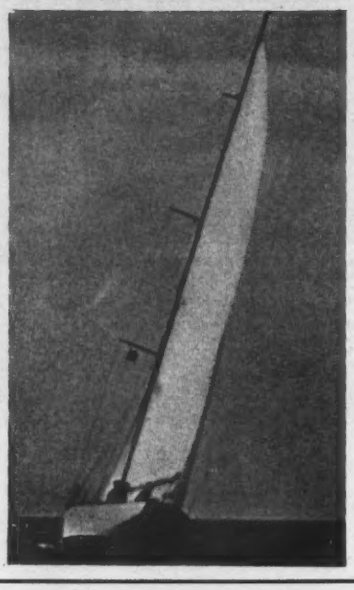
No. 2594 • FOR SALE • Heavily built cruising schooner available in Chesapeake Bay. 35′ 4″ x 42′ x 14′ 3″ x 7′ 6″. Has two separate cabins and sleeps seven. Has two toilets. Completely overhauled with many improvements in 1943 and 1944. New sails, 40 h.p. Lathrop motor thoroughly rebuilt last year. Plenty of deck room. High bulwarks. Able to go anywhere. Price $11,000.



No. 5242 • FOR SALE • One of the well-known and attractive Herreshoff Fishers Island 23's. Built 1939. Very high grade throughout. 34′ x 23′ x 7′ x 4′ 6″. Ratsey sails, mahogany planking, bronze fastenings, lead keel, teak cockpit floor. Topsides finished bright. Laid up Rhode Island. Price $3,000.

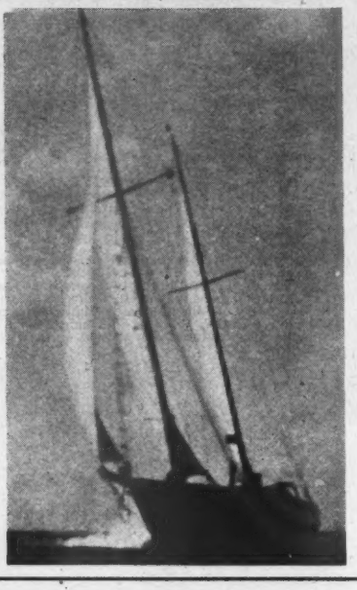
¶ 48′ Keel centerboard schooner, Marconi mainsail, Gaff foresail, two jibs — all teak decks and superstructure, trunk cabin and trim. Very well equipped. In fine condition. Located our dock here.

¶ An old but very well preserved Lawley ketch, 72′ x 16′ x 6′ 10″. Repowered, ample living accommodations. Has been in Coast Guard Service. Attractive price.



¶ One of the very finest 44′ sailing yachts in existence. Almost new, beautiful in every way. If interested, we shall be glad to send more data. Built in 1941 and like new.

¶ 40′ Seven Seas ketch, 40′ x 11′ 10″ x 4′ 11″. Built in 1934, powered with Red Wing motor. Centerboard in keel, flush with cabin floor. Sleeps five, in excellent condition. Located Marion, Mass.



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For Sale—No. 5372—Thoroughly modern racing-cruising yawl, 42′ 2″ x 29′ 3″ x 11′ x 5′ 6″, built 1940. Sleeps four to six with berth for paid hand. Several thousand dollars spent in extras. Has had practically no use and is comparable to a new boat.

For Sale—No. 2097—Offered by original owner, this well built cruising ketch, 38′ 6″ x 30′ 2″ x 10′ 1″ x 5′ 6″, has many unusual features. Dual controls in cockpit and deckhouse. Berth for paid hand. New sails 1942. Lathrop engine. Many extras.

Other Suggestions

No. 5391—48′ 4″ double ended ketch, designed by Crocker and built 1936. Has two double and one single stateroom, shower and large galley, besides main cabin sleeping two, and four toilets. Steers from pilothouse and cockpit. Has motor-sailer power with 125 h.p. Lathrop engine. Needs reconditioning from Coast Guard Service but is most unusual boat, which should appeal to any yachtsman who likes comfort.

No. 5390—A brand new ketch rigged Norwegian type double ender by Atkin. 37′ 6″ x 30′ x 11′ 4″ x 5′ 6″. Built for a round-the-world cruise. Boat is complete save for minor equipment and has never been sailed. A new boat at a prewar price.

No. 5384—International One Design sloop. One of the top flight boats in the class with unusually good fittings and sail inventory.

No. 5392—Alden Off-Soundings cutter, built new 1939. 42′ 8″ x 29′ 3″ x 11′ x 5′ 6″. Has had moderate use and good care.

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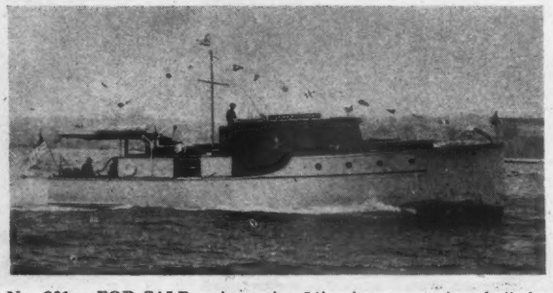
No. 1346 — FOR SALE — 60′ shoal draft auxiliary ketch. Splendid accommodations for six and crew, two baths in owner's quarters. Fully equipped with working and light sails. Boat will be sold in first-class condition. *For further particulars, communicate with* YACHT SALES & SERVICE, Inc., 1528 Walnut Street, Philadelphia 2, Penna.



No. 931 — FOR SALE — Attractive 54′ twin-screw cruiser, built by New York Yacht Launch and Engine Company. Exceptionally good condition, with excellent accommodations for owner and crew. Not used in Government service. *For further particulars, communicate with* YACHT SALES & SERVICE, Inc., 1528 Walnut Street, Philadelphia 2, Penna.

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- **94′ Staysail Rig Schooner,** built 1927, Winton-Diesel 100 h.p. 1936, accommodations—nine aft, seven forward.
- **58′ 6″ Marconi Rig Auxiliary Schooner,** built 1926, bronze fastened, sleeps seven owners, has shower; will accept good 30′–40′ cruiser as part payment.
- **53′ Ketch Motor Sailer,** built 1937, Superior-Diesel 100 h.p. 1937, accommodates five aft, two toilets, three forward and toilet.
- **37′ 6″ Ketch Double Ender,** being completed; Atkin design, Monel fastened, 60 h.p. Chris-Craft, sleeps three cabin, two stateroom, Monel tanks. Built for world cruise.
- **34′ 6″ x 9′ 6″ x 4′ Cutter,** Atkin design 1939, 45 h.p. Redwing, ideal shoal-draft cruising boat for four; built for long life and minimum upkeep.
- **R-Class Sloop,** built 1925, two suits sails, complete.
- **31′ 4″ Malabar Jr.,** built 1940, Gray 22 h.p.
- **30′ Islander,** built 1938, sails new 1944.
- **30′ Skip-Jack,** Seward and Richardson, built 1938. 58 h.p. Lycoming, sleeps four, toilet; Shipmate range.
- **45′ Dawn, Twin-Screw, Flying Bridge,** 1945 Sterlings, 225 h.p. each.
- **45′ Chris-Craft, Twin-Screw, Flying Bridge,** built 1941, with 165 h.p. Chryslers.
- **35′ Chris-Craft, Twin-Screw Sedan,** 1938, 85 h.p. Chris-Craft motors, fully equipped.
- **30′ Elco Sport Fisherman,** 1940, Chrysler 100 h.p. with RD, sleeps two.
- **Owens 30′,** 1941, 67 h.p. Chrysler, used little.
- **30′ Chris-Craft,** 1936, Chrysler 75 h.p., RD, sleeps six (Great Lakes).
- **25′ Chris-Craft Sport Fisherman,** 1937, 130 h.p. Chris-Craft, sleeps two.

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12848 — Another good tender but older than the one above. Built 1931, 1937 Chrysler Crown engine gives good speed. After cabin could be removed if wanted for fishing. In good shape mechanically and structurally. Designed by Hand for hard service. See this boat within commuting distance of New York in Connecticut.

12952 — A real commercial fisherman, built privately 1940 and used for commercial fishing. 29′ overall, just under 10′ beam and draws 3′ 7″. A heavy duty Lathrop will drive her all day at 7½ knots. She is equipped with all gear necessary to go into the business, two trawls, bridler 150′ and 400′, one pair of boards, pulpit and swordfish gear, 40 lobster pots, all ready to go. Sleeps two. Not a yacht in any sense, built for rugged service. See her very close to us by appointment. Price is low.

13631 — Practically new Richardson cruiser, 36′ long. In beautiful condition and used lightly. Here at our yard. This is a very clean, modern boat and one of the very few left that could compare at all. She is here at our yard and available for the most critical inspection. The price is reasonable, probably well under the cost to reproduce.

15726 — Good chance to get a family cruiser in nice condition at fraction of cost to duplicate. A well built, well cared for hull with full equipment. Has two separate cabins, large engine room with twin Lycoming engines built 1937. Hull was built in Germany 1924. Economical to run, 57′ long, a comfortable summer home for a good sized family. See this boat here. Priced low.

23415 — Rugged 34′ motor sailer in good condition. Sleeps 6. Ketch rig, a very pretty boat. Built 1937 and lightly used. Never abused. Plainly finished. Really sails. Enclosed deck house. Laid up just outside New Haven.

32560 — Raised deck cutter, 30′ 8″ x 25′ x 9′ 2″ x 4′ 8″. Full headroom, double stateroom forward, two berths main cabin, galley, enclosed toilet, etc. Well equipped and comfortable. Universal engine, winter cover. Can be seen near New York. Fine opportunity in the small boat field.

32648 — Alden 36′ cutter, 26′ l.w.l., 9′ 9″ beam, 5′ 3″ draft. Double stateroom forward, enclosed toilet, two berths main cabin, galley aft. Built 1937. Gray engine, overhauled last season. Has two suits sails, one practically new. Fine racing cruising boat. Can be seen Long Island, near New York.

32763 — Rhodes designed double ender, 30′ x 27′ x 10′ 2″ x 5′ 10″. Near Essex. Cutter rig. Full headroom, stateroom, etc., all in fine shape. *For Charter only* to qualified parties.

13650 — 30′ Richardson, built 1931. Always had fine care. Engine in good running condition. Fully equipped. New cockpit cushions. Here in Essex. Bargain.

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No. Y-8406 — FOR SALE — Flush deck auxiliary yawl, built from our designs. Three berths in main cabin, double stateroom, teak decks and Ratsey sails. The only modern yawl of her size and type that we now have for sale. SPARKMAN & STEPHENS, Inc. 11 East 44th Street, New York 17.

No. Y-6053 — FOR SALE — Auxiliary schooner, 58′ 6″ x 38′ x 12′ x 7′ 9″. Built by Bath Iron Works from designs by Cox & Stevens. Four berths in main cabin, double stateroom, lavatory and galley. Lead keel, teak decks, Lux, Ratsey sails. SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17.

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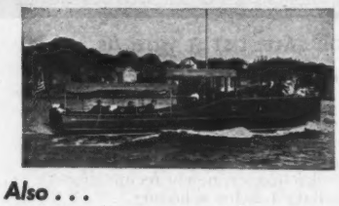

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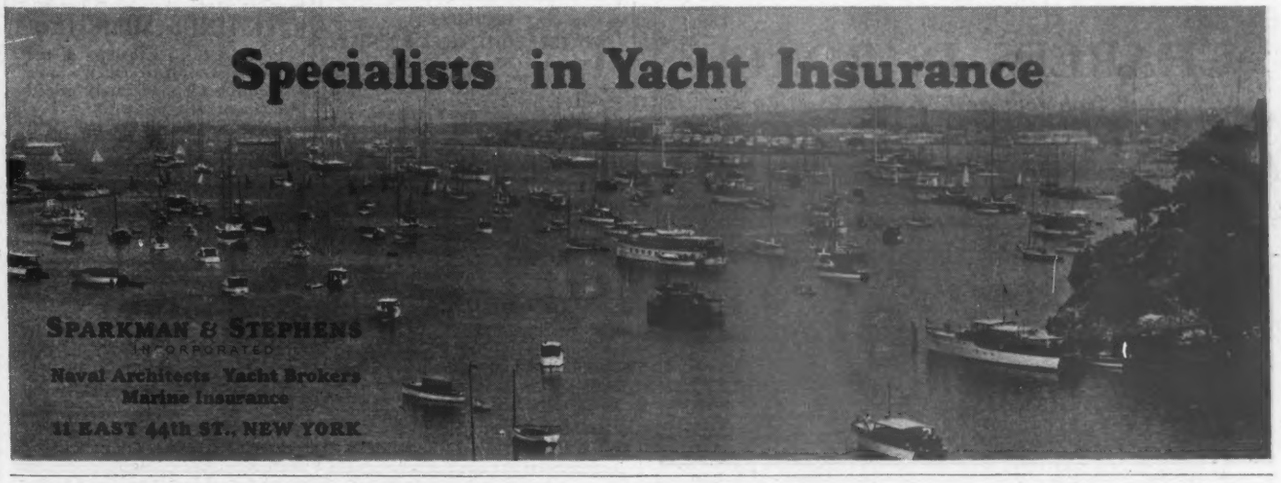

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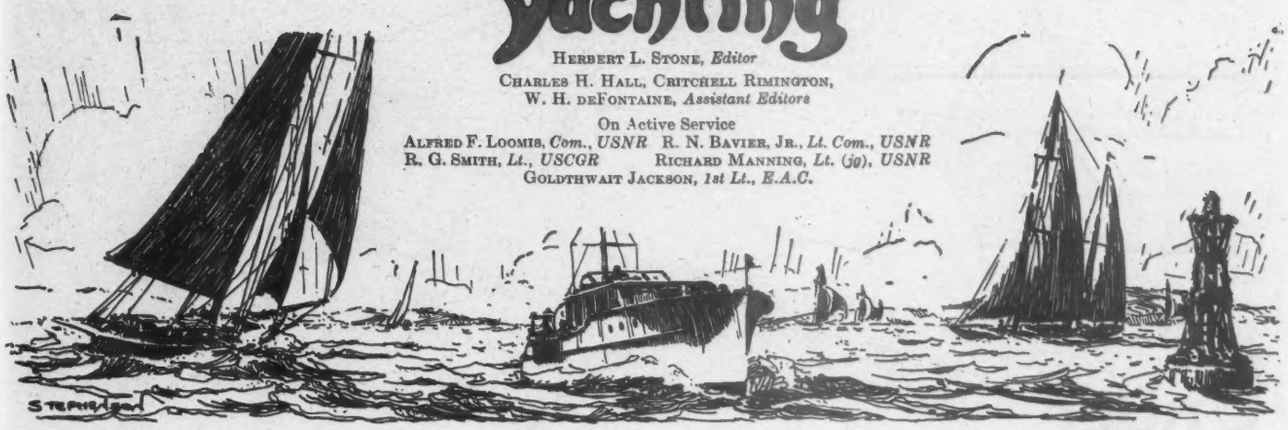

VOL. LXXVII MARCH, 1945 NO. 3

FACILITIES FOR THE BOATMAN

FOR the past year or more we have been talking of and prophesying a boom in boating after the war that will surpass anything that was seen in the United States before 1940. The reasons why this will come about are obvious. While heretofore we have discussed this postwar period largely in terms of the boats themselves and what will be available, we have not stressed too greatly the need that will arise for increased facilities for taking care of and servicing this greatly increased fleet, particularly in new areas that will be opened up to the yachtsman. Even in those localities where boating flourished before the war, servicing facilities were often overtaxed and frequently inadequate. Outside of some of the more favorably located yacht clubs, the use and care of a boat during the season when in commission was often possible only under conditions that would discourage anyone but a sailor. Not until adequate highways were built and frequent service stations and other aids to the motorist were established, did the motor car become practicable for touring or anything but local use. It is not too early for those interested in the future development of pleasure boating to give thought to this matter as it concerns the yachtsman.

Yacht and boat clubs will naturally meet some of this demand, but such clubs are usually formed around the social needs of a community and not primarily for the utilitarian aspects of the sport. At best they can meet only partially the requirements for the adequate operation of a boat. Suitable marinas, mooring basins and service stations are imperative. Where these are private enterprises they will naturally follow the growth of the sport to meet the demands as they arise in any locality. Some of those already built and operated by individuals are models of efficiency and may well be used as a guide for others to be developed. Vision, foresight and a faith in the future will enable many to anticipate the needs, just as has happened along our highways. In other cases, marinas and their attendant facilities will be state or municipal undertakings, planned in the development of new waterways by the government or communities. These probably will be larger projects than can be reasonably undertaken by the individual. But such development also will call for vision and foresight. To develop a waterway system or lake without making adequate provision for its use by boatmen is to overlook one of the chief functions of the undertaking. This is an angle those responsible for such developments should not be allowed to forget.

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Under the Lee of the Longboat

By SPUN YARN

ACTIVITY, nautical and mental, being at a low ebb, this will have to be a month of telling yarns. I shan't attempt to say what month. The Old Man keeps holding out on me and I don't know how much copy he has hoarded away for a rainy day. Also, I never see this sheet until two months after publication date. And, thirdly, he arbitrarily pushes the copy date ahead for no other reason than to have the satisfaction of writing me that I'm late as usual. . . . So, not knowing what month this will appear, I'm going to wish you a Happy New Year and a quiet Fourth of July.

My first yarn was told me by a salvage man and so takes precedence both for authenticity and for entertainment value: In the port of Casablanca a sailor was picked up by the Shore Patrol for reasons having to do with alcoholism. The sailor protested his unwarranted arrest. In the course of a long and quiet evening he might have h'isted a couple of glasses of beer, he said, which would account for the fragrance of his breath; but he was a diver and a sufferer from the bends. The Shore Patrol, who knew a thing or two, demanded to see the sailor's diving credentials — a card identifying the holder as a diver and explaining that an attack of the bends might be mistaken for drunkenness even by learned members of the medical profession. The suffering sailor dug into the dinky pocket of his bell bottom trousers and produced the card, signed, countersigned, and all in order.

Interrogation in sympathetic vein revealed that the diver had been down that afternoon on a salvage job and had not been properly decompressed on the way up. He had thought nothing of it at the time; but now with a couple of drinks — that is, of beer — in him, he felt pain in his knees and so staggered when he walked. The Shore Patrol was not only a man of ideas but of action. He phoned for a doctor to meet them at the scene of the afternoon's diving operations, and before the sailor could say "knife" he had been whisked there in a jeep, was in a suit, buttoned up and ordered to descend to a depth of forty feet for recompression.

As a matter of fact, the sailor had no thought to say "knife." He was too busy explaining that he felt a hundred per cent better already, that he had never dived on a pitch black night and that he would even admit to drunkenness and take the rap in preference to going down.

To no avail. The traditional taps on the outside of the closed helmet indicated that the diver's helper was on the job and would guide him over the side so that he might go down the knotted descending line to the inky blackness of the harbor's bottom. Down he went and down he stayed, coughing, groaning and moaning into the telephone until it was time to bring him up by easy stages.

When he was once more topside and out of the suit the bends were gone. All traces of drunkenness were gone. So, also were all traces of mendacity. So scared was the sailor that he opened up and admitted (1) that he had not had the bends, (2) that he had not dived that afternoon, (3) that he had never in his life dived before, and (4) that his diver's card was a forgery that in countless ports throughout the world had kept him out of the brig. . . . Except, of course, the brig in Casa.

Relation of this sorry tale of drinking and lying reminds me of a statement somewhat in the form of a syllogism which takes my fancy, to wit: A naval officer does not drink. If he drinks, he does not get drunk. If he gets drunk, he does not stagger. If he staggers, he never falls. When he falls, he keeps his arms beneath him so that the stripes will not identify him as a naval officer.

My next story was told me by an English naval captain, who, to put me in an understanding mood, informed me that the British Army has always (and rightly) considered itself inferior to the British Navy. I said that a similar state of affairs did not prevail in the American services and that I had even encountered Joe's, both officer and enlisted, who had the effrontery to assert that our Army was better than our Navy. The captain disregarded my interruption and told his story: A British naval officer, calling on a wounded friend in the hospital at Alexandria, stopped to speak a word of cheer to an injured Tommy lying in a cot near by. The British soldier, a proper stoic, explained that he had not been wounded in action but had suffered his injury in a lorry accident. From there out the conversation between the Army lad and the Navy officer went about like this:

Tommy: I saw action in Norway, never fear. We lost our rifles and we lost the clothes off our backs. But the Royal Navy came and took us out of there, and so that was all right.

Sympathetic Naval Officer: That's taking the cheerful view of things. Where did you go after Norway?

Tommy: Well, sir, to make a long story short, we fought in France and ended up in Dunkirk. Lost our rifles, lost our tanks, lost our ammo, lost our clothes, and nearly lost our lives.

(Continued on page 88)

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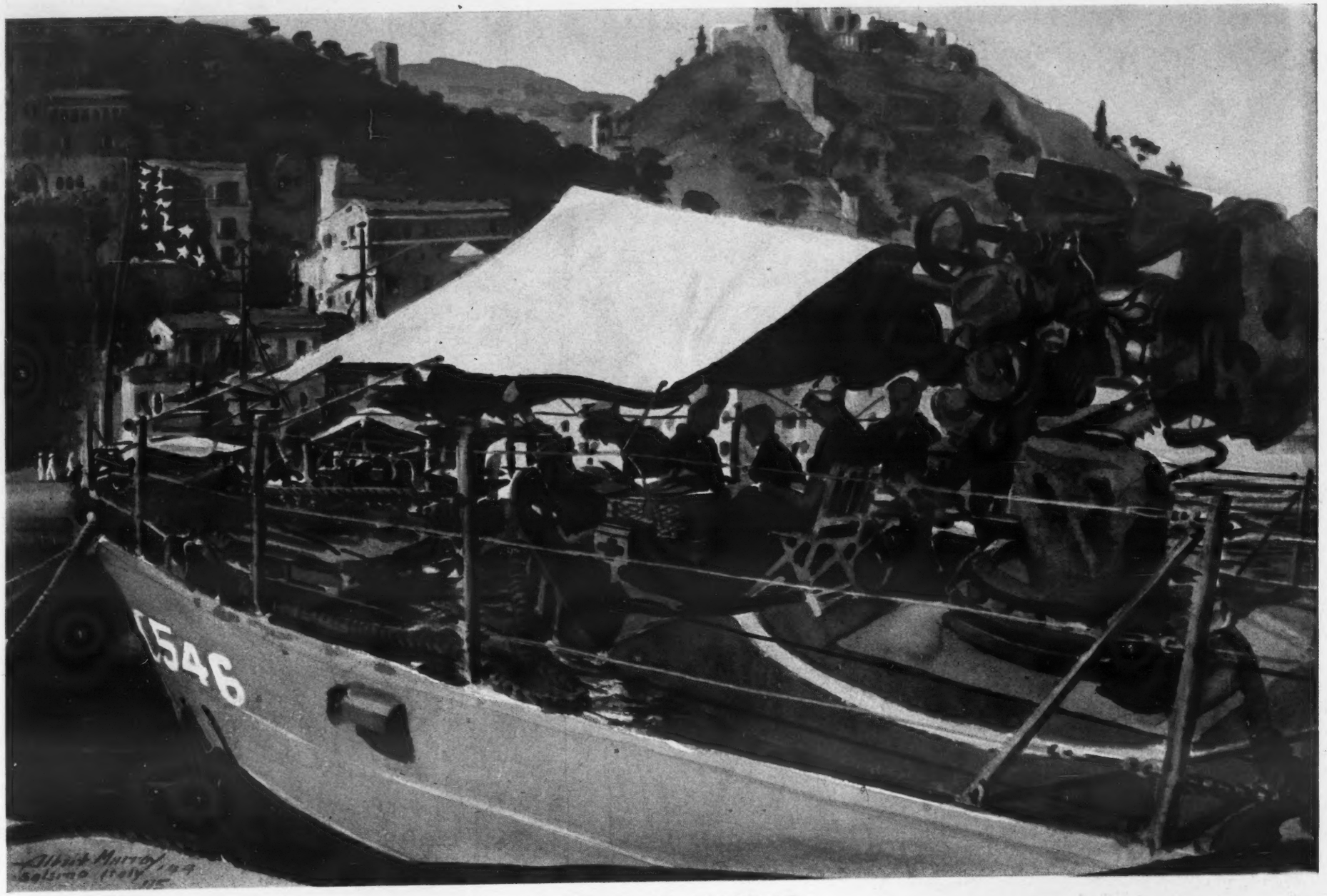


IN PORT AT SALERNO

The crew of an American PC write last letters home; tomorrow they sail for France

From a painting by Albert K. Murray, Lieut., USNR

YACHTING

Volume LXXVII MARCH + 1945 Number 3

Ewing Galloway

The park and the lighthouse overlooking Plymouth Harbor, as it appeared before the "blitz." The start of the race to Spain was outside the harbor in Plymouth Sound

SOUTH TO SUNNY SPAIN

From Plymouth to Santander To Win the Queen of Spain's Cup

By "PICKAXE"

MY MEMORIES of the race from Plymouth to Santander in the early thirties are a somewhat confused mixture of blacklead, champagne, King Alfonso, light sherry with a bitter taste, and a very pretty señorita. Blacklead and champagne are the dominant themes, and one was probably responsible for the other but of that you can judge for yourself.

Dennis, who was skipper for the race, and I had been sharing a twelve-foot dinghy throughout the summer. Unbeknownst to the other dinghy owners, we had put blacklead on the bottom of ours and polished it like mad with a great brush. The result had been amazing. We had walked away from the others, and won several races in a row. Naturally we thought there was nothing like blacklead and I can still say with some confidence that there is nothing like it — and I am glad of it.

After the Fastnet race, when *Ilex* was lying in Plymouth, Dennis said in the bar one night: "You know, I think this race to Spain is going to be a light weather affair like it was last year. We want to get *Ilex* to slip along a bit better than she is doing if we are going to do any good. What do you think about blackleading the bottom?"

I paused; then replied thoughtfully: "It's a damned good idea, but there's rather a lot of it, isn't there? I mean *Ilex* is a different kettle of fish altogether from a little thing like *Kδ*."

"Yes, I know it's a bit of a job, but it does make such a hell of a difference. I think the two of us can manage it all right even if it is a sweat."

After a few more drinks the magnitude of the task faded before the great advantages to be gained and, by the time the evening was over, the only point that remained to be decided was where we were going to keep the Cup.

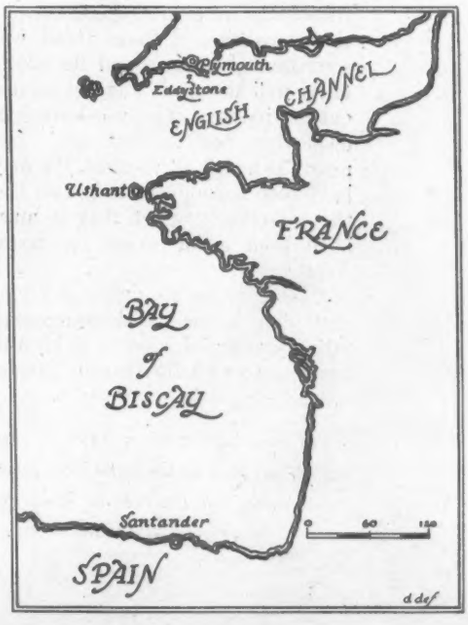
(The author, a well-known British yachtsman, is now a prisoner of war. This account of Ilex's *participation in the race for the Queen of Spain's Cup was written in a prison camp.* — Ed.)

Next morning, on the top of the tide, we put the yacht alongside a quay wall and left her to dry out. While the tide was ebbing we set about mixing buckets of blacklead with stale beer, which, someone had assured us, added just that little bit extra to the blacklead which made it irresistible. What they meant, we discovered later, was that it made it very sticky.

When the water had left the yacht, we sloshed about in the muck of the tide-empty harbor and looked up at her hull with sinking hearts. She looked enormous. *Ilex* had been built 'way back in 1899 and in those days they gave you plenty of boat for your money, especially under water. She was forty feet long on the water line and, drawing nine feet, her under body towered high above our heads. A steady drizzle did nothing to cheer us up as we set about cleaning off the dirt.

Putting on the blacklead near the keel was easy enough, but as we worked higher up, the difficulties increased. It ran down our arms, got into our eyes and matted our hair. In a short time we were as black as the inside of a cow and surrounded by an aura similar to that of a third rate pub on Saturday night.

Carter, our hand, who watched us from the edge of the quay, kept on saying gloomily: "I told you you'd never do it," which probably served, more than anything else, to keep us at it.



From a painting by Albert K. Murray, Lieut., USNR

Dennis Hunt was skipper, here shown fourth from left with the crew of an earlier race

The tide was rising before half the bottom was finished. It took us another whole tide to cover it all, and a third tide to brush and polish it. By that time the blacklead had found its way all over the white paintwork, on to Carter's well-scrubbed decks, and had left many a mark below decks in the saloon lavatory and after cabin. Dennis and I had acquired semi-permanent complexions of a Mediterranean type, and a revulsion against beer which lasted for nearly two days. Fortunately, at this stage of the proceedings the rest of the crew turned up. When we had explained to them the reason for the appalling mess, they set to with new vigor, and in no time everything was cleared up and shipshape again.

The next day *Ilex* left Mill Bay Dock and sailed out into Plymouth Sound all ready to start the race. Dennis' forecast of light weather had not yet come true, for it was blowing hard from the west and even inside the Sound the going was uncomfortable. The decks were soon flowing with water and any lingering traces of blacklead rapidly disappeared, but in the neighborhood of Dennis and myself, the faint odor of stale beer still persisted.

Ilex was a gaff-rigged yawl in those days and, though a reef was mooted, Dennis decided to start with the whole mainsail, working headsails, and without the mizzen. As we sloshed about the Sound, with our rail well down, we had a chance to see our rivals under way. *Jolie Brise*, an old Havre pilot cutter, manned by an experienced crew and sailed by the redoubtable Bobby Somerset, was our most dangerous enemy. She was sailing along under all plain sail (if you could call her tan sails plain), making little fuss and going fast through the water. *Maitenes II*, the only Bermuda-rigged yacht in the race, with a reef in her mainsail; *Neptune*, a beamy Norwegian type cutter of about forty tons; *Avocet*, Ned Guinness' comfortable cruiser; *Lelanta*, a big American steel schooner, and a couple of others were all crashing about at somewhere near their top speed.

We did not hear the ten minute gun but managed to see the smoke and get our watch going. Dennis then gave the order to shift foresails. We rushed forward and got the big one sorted out, downed the little one, and had the other up before the five minute gun went. As soon as it was drawing, the extra sail area made itself felt and we went fairly smoking along. At two minutes to go, we went for the line like a scalded cat.

The gun found us a little short of the line but going fast. *Maitenes* was over before us to windward; the rest were behind. As soon as we cleared the breakwater and started getting outside the shelter of Rame Head, we felt the full weight of the southwesterly breeze and its accompanying sea. *Ilex* took it fairly well though it was wet on deck but *Neptune*, which was out to windward of us, was leaping in the air like a porpoise and displaying her forefoot and keel nearly as far aft as the mast. We may have been uncomfortable but we had the consoling thought that it must have been a lot worse on board *Neptune*.

As soon as we were clear of Plymouth Sound, the well-known ocean racing problem of whether to keep to windward, or whether to sail faster at the expense of getting to leeward, started to split up the fleet. The schooner *Lelanta* and *Jolie Brise* eased their sheets and went off to leeward. Ushant, the next mark of the course, was over a hundred miles away so they reckoned they were bound to get a shift of wind to help them out before they got too close. *Maitenes* and *Neptune*, evidently expecting a change for the worse rather than the better, were to windward of us, pointing as high as they could. We chose a middle way and sailed an almost direct course which allowed us to lay comfortably close-hauled.

Once we were steady on our course and the excitement of the start had subsided, watches were set and those not required on deck went below. We worked in two watches of three men each, with Dennis acting as both skipper and navigator. Carter did not stand a watch either, as he held the permanent duties of cook and bo'sun. Carter was full of dismal forebodings of what would happen to the mast if we did not put a reef in, and complained bitterly that it was impossible even to lie down in the forecastle without holding on but, despite all, he surprised us by producing an excellent evening meal. Well fortified by it, the watch of which I was a member rolled up on deck expecting to sit pleasantly in the cockpit and watch the ships steam by. Dennis had other ideas. In a few minutes he said: "The wind has eased a bit, boys. Let's have the jib-header up."

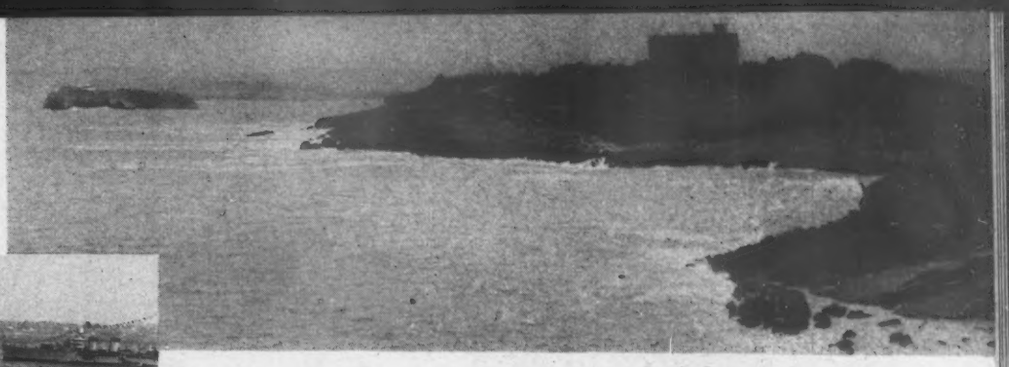
No sooner had we set it and satisfied ourselves that it really was drawing beautifully, than Dennis decided we could carry the jackyarder. Those of you who have sailed only in modern, Bermuda-rigged craft, probably look on a jackyard topsail as a rather picturesque sail which adds tone to an otherwise dowdy old gaff-rigged vessel. We regarded it as an invention of the devil. On a heaving deck, the two great yards are almost impossible to control, even when you are holding on to them. When they get up aloft and are waving about some thirty feet above your head at the end of the halliard and sheet, the problems of getting them to go under and over the right things is one which would drag a good round oath out of the mouth of the Archbishop himself.

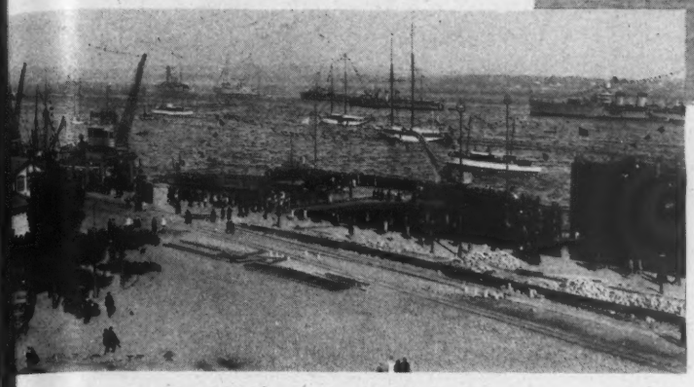
We got the thing set in the end. Five minutes later, we took it down again. Then we tried the jib-header. And so it went on. By midnight, no topsail, jackyard topsail and jib-header had been combined with seven different varieties of headsail in every possible way. How many possibilities these were I leave it to you to work out but my impression at the time was that they ran into thousands.

At dawn, when we were on deck again, the jackyarder and

"'Ilex' was built back in 1899 . . . she was 40 feet long on the water line, drawing nine feet." In the race to Spain she was rigged as a yawl

Right, the entrance to Santander Bay, with the former King's palace on the point. Below, Santander Harbor in full dress





big jibtopsail were up and looked like staying up. The wind had freed a little, the sea had gone down and *Ilex* was sailing along beautifully at a good seven knots. Soon the sun came up and the day promised warmth and fine weather. The cold, wet struggle of the night before was soon forgotten and even the blacklead became a distant memory.

During the morning, astern and to windward of us, we could see a sail which looked like *Maitenes*, while a long way to leeward and probably a little ahead, was another which might well have been *Jolie Brise*. As the sun rose higher, they faded from our sight and there remained no visible spur to our efforts to reach Spain first. Some time in the afternoon we passed Ushant. We were a long way out — some eight or ten miles — and it was soon lost to view again.

Although there was a school which argued that better winds were to be had by keeping in around the French coast, Dennis rejected this theory in favor of the shorter direct course. We headed south straight across the Bay. There was no more land to see until we should reach Spain some 350 miles ahead.

The Bay of Biscay is renowned in fact and even more in fiction for its gales and heavy seas but my memories of it, both in this race and on other occasions, are of warm, sunny blue skies and even bluer sea. Glimpses of bright-sailed tunny fishermen with red jibs, blue mainsails and green topsails prevent you from getting bored with its blueness and all the time a fair wind blows. That is what it was like for us for three days on end; it was sailing at its very best.

We were not left in idleness, however, for the wind, though fair, was variable in strength and direction. Spinnakers went up and down, ballooners were set and taken in again, and all the time Dennis was constantly alert and keeping us hard at it. At night, on several occasions, we met circular thunderstorms which produced sharp puffs from every point of the compass, alternating with short periods of complete calm. They gave us more hard work than the strongest wind that ever blew.

Sometimes, as we slipped along at a good six knots on the smooth blue sea, we thought that nobody else could possibly be sailing as fast as we were. At other times, when we were scarcely moving, and frantically trying to trim our sails to fluky puffs from varying directions, we were convinced that we were the boobs of the party and all the others must be bowling along in fine style many miles ahead.

After leaving Ushant behind, we sighted none of our competitors for two days and three nights. Apart from tunny fishermen and sardine boats, the only ships we saw were Spanish destroyers of which about five had been sent out by King Alfonso to patrol the course. On the third day, we passed close to one of these and signalled her with International Code flags to ask how many yachts had passed. She turned and steamed past under our stern while one of the officers shouted out, "You are ze fairst."

Although we realized there was every probability that yachts had passed without the destroyer seeing them, we decided the information was sufficiently encouraging to warrant a celebration. After considerable discussion (during which Carter grumbled that we wanted to eat everything on the blooming ship), a grand celebration dinner was arranged. The *pièce de résistance* was a couple of tinned chickens which had been presented to us just before we sailed, and this was accompanied by other appropriate delicacies, with appropriate drinks.

The party was just getting warmed up and had got to the stage of a liqueur and a cigar when the wind, without warning, shifted completely through 180 degrees and caught everything aback. Liqueurs and cigars went by the board and in a wild scramble of drunken hilarity we got everything sorted out; all efforts to get back to the bottle were frustrated and the party tailed off into one of those sail-shifting nightmares with which we were becoming only too familiar.

On the evening of the fourth day, we thought we saw a sail to the westward and slightly ahead but failed to identify it. We were now getting near our goal and it had the effect of putting everyone on his toes to get the last possible fraction of a knot out of *Ilex*. The next day, at dawn, the sea appeared empty but, as it was rather hazy, there might easily have been yachts or land quite close. After he had worked out his morning sight, Dennis informed us that we had only 30 miles to go and that we ought to see the land at any time as it was high.

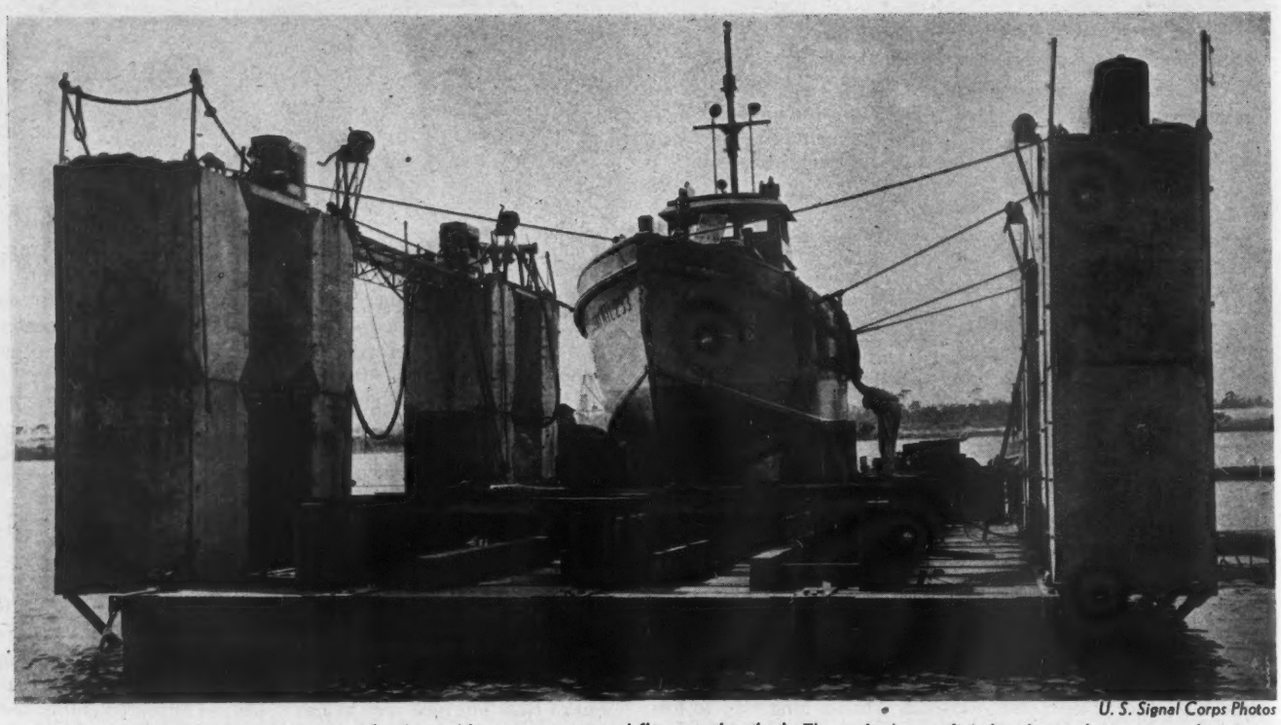
We searched the horizon and saw no land but we saw a yacht which we identified as *Jolie Brise* about three or four miles away. She was ahead and down to leeward. It was obviously going to be a close finish between us. She had to give us an hour and a half and she might have been less than that ahead or she might have been more; it was impossible to tell. We had no certainty that *Ilex* and *Jolie Brise* were the leaders but we had a fair measure of confidence that at least there was a good chance of being in the money. The wind was light and fitful but, as we watched our rival, it appeared that we were slipping along as well and some said better than she was, so the game might break either way.

At noon, Dennis said there were only seventeen miles to go. Still no land but we found another sail almost abeam to windward. It was *Neptune*. She was safe anyway, for she had to give us over three hours. About two o'clock, land suddenly appeared right ahead through the haze. It towered high above us, dark and indistinct, and did not look in the least like the sort of land we had been looking for but it was the right sort. In a few minutes, when it cleared, Dennis was able to say with confidence that the headland right on the bowsprit was Cabo Mayor, the entrance to Santander Harbor. It was an excellent landfall and gave us a slight advantage, for *Jolie Brise* was down to leeward and had to sharpen up to make the finishing line, while we were able to stand right in on our best point of sailing.

We watched her anxiously as she closed with the coast and tried to take her time as she crossed the mouth of the harbor but it was difficult to estimate. For-

(Continued on page 96)

"Jolie Brise," with dark sails, photographed just after the start of an earlier race. "Neptune" is at left



U. S. Signal Corps Photos

A 46-foot wooden tug receives an overhaul in a Navy type sectional floating dry dock. These docks are fitted with gasoline powered pumps for raising and lowering

THE ARMY MINDS ITS OWN BOATS

The Job of Keeping the Army's Diversified Fleet in Operation is a Tremendous One

By W. M. CROOK, *Major, AUS*

IN THE ARMY, boats are like teeth. You can't do without them but, as long as they work well, you forget about them. The analogy may be carried a step farther: the marine maintenance man enjoys a standing among Army boat operating personnel about like that of a dentist in civilian life. His advice is taken lightly or completely forgotten until some serious difficulty arises. Then he is expected to remedy it immediately and with the speed of a well-greased antelope.

The goal of G.I. marine maintenance is, of course, to keep the highest possible percentage of the floating equipment in operation. The standards required, however, might appear strange to the civilian. In the first place, rugged serviceability is the keynote and pure eye appeal is considered of little importance. Varnished superstructures and chromed fittings add nothing to the serviceability of an Army craft. On the other hand, our cabins and handrails are going to be subjected to much rougher usage than would be the case even in a commercial craft in civilian use. Hence, no time is wasted in prettying up the Army boats but every effort is made to maintain the rugged stamina that was originally built into them.

While no attempt is made to create or retain the esthetic in these vessels, the standards of cleanliness, safety and general upkeep enforced are much stricter than in civilian practice. You would probably dismiss a smear of oil on the side of your engine with a mental promise to replace the cover plate gasket. That solution would not impress an inspecting officer in the Army. It might never occur to you to keep your fire extinguisher painted a brilliant red, but G.I. Joe must be able to spot it in a hurry and red is sure to catch his eye. In general, then, the service strives to keep its fleet in shape for the extreme emergency it is likely to meet at any time. Little or no attention is paid to appearance *per se*.

The general principles applied by the Army in accomplishing its marine maintenance are uniform throughout the United States and the several theaters of war. Practical application of these principles varies more widely from "the book" overseas than here at home, due to a multitude of tactical and geographical complications.

Army maintenance of floating equipment is organized along the same lines as that of any other type of G.I. materiel. Repair work is divided into "echelons." Now that poor word is used for so many purposes in the armed services that the uninitiated are likely to become groggy figuring what it does mean. So let's straighten that out by saying that echelon, when applied to maintenance, means "phase," "stage" or "level." Thus our repair work is divided into four stages known officially as first, second, third and fourth echelons.

First echelon maintenance is performed by the operating crew of the boat, before, during and after operation. It consists of the check-ups and care that any private boat operator normally accords his craft. In this category come the checking and necessary replenishment of fuels and lubricants, tightening accessible bolts and nuts, cleaning the craft, and careful operation at all times.

Second echelon repair is accomplished by special maintenance personnel within the organization operating the boat. Here are included both regularly scheduled and emergency service consisting of adjustments, tune-up, replacement of easily removed units, such as carburetors, filters or propellers, and the repair of minor hull damage. These are the additional chores undertaken by the mechanically minded civilian boatman. But in the Army, as in civilian life, the defective carburetor or propeller, after

removal, is sent to a specially equipped (higher echelon) shop for repair. The repaired item, or a serviceable spare, is replaced in the boat. Under no conditions does second echelon undertake to overhaul a defective item itself.

Third echelon is the job of a separate maintenance organization. This is the work that John Q. Boatowner takes to his local shipyard. Under this heading comes the replacement of heavy units, such as complete engines, reverse gears or crankshafts, the repair of simple units such as oil pumps and propellers, grinding of valves and the repair of more severe hull damage.

Fourth echelon activity is carried on by another type of separate maintenance organization. When your engine needs a complete rebuilding, or your hull is badly wrecked, you return it to its builder. That is fourth echelon — rebuilding complete boats or engines or the more complex assemblies.

Obviously the lines of separation between echelons are not too strictly drawn. The system was purposely left flexible so that it would work equally well under a variety of situations and conditions. However, at any given time and place, limits of the respective echelons are much more closely defined by suitable "ground rules." The entire system was inspired by the need for fixing responsibility and is controlled by the intelligent assignment of authority and the physical means to accomplish the job.

In cases of doubt as to whether a particular job belongs to a given echelon, the matter is settled by asking four questions:

(1) Do you have the necessary skilled personnel?
(2) Do you have the proper tools and equipment?
(3) Do you have the required parts?
(4) Do you have the time to do the work without neglecting the other jobs that are clearly yours?

If the answer to any one of the questions is "no," that particular task must be passed along to a higher echelon.

At this point the normal civilian reaction is: "Well, that is certainly a lot of useless regimentation and red tape." It must seem so because practically everyone new to the Army rebels and is more than willing to explain how much better the job could be done in his own pet way. But sooner or later each one comes to realize that the system is not "off the beam" and is actually the most practical method of organizing a tremendous and never-ending task.

Of course, as long as the Army continues to operate boats, it will always have its individualists. Consider the case of the tool-happy operator who tried repairing a $200 carburetor himself. Possibly he had the necessary skill to do the work, but he completely lacked the special tools and spare parts. And, when he finished his haywire job, he discovered it had taken so much time that he had neglected some of his less glamorous duties such as checking the crankcase oil level. The resultant damage to a $3,000 engine was a high price to pay for his education.

In making the Army's marine maintenance click, the bulk of the effort is devoted to attaining peak efficiency in the first two echelons. Ceaseless training, inspections, and a system of rewards and penalties are the only means of enforcing these responsibilities on the part of the boat crews. It has been found that the finest of higher echelon facilities will bog down and utterly fail in their mission if the first and second echelon maintenance is not up to standard. Far and away the greater part of all serious breakdowns can be traced directly to isolated or repeated instances of such things as insufficient oil in the crankcase or excessive speed during operation. There is no question that third and fourth echelon facilities could be halved if their only jobs resulted from fair wear and tear or battle damage.

Great emphasis is placed, in first and second echelon work, on regularly scheduled performance of the required functions. The boat crew has a prescribed list of jobs to do before each period of operation of the craft; another to follow during operation; a third which must be completed at the end of each trip. Lubrication procedures are related to the number of hours of operation. Carrying them out is not left to the memory or whim of the crew. Instead, they are constantly checked in the faithfulness of their scheduled lubrication by the second echelon team.

Inspection and repair of discovered difficulties are undertaken by second echelon at definitely scheduled times. The schedules are generally set up on the basis both of hours of operation and the passage of time. Thus each craft is subjected to a thorough check-over and service each 50 hours of operation. However, even though fewer than 50 hours of running time have been accumulated, the same check will be made at least once each 30 days. If the boat is a wooden one, she will be hauled for bottom service every three months; if of steel, every six. In tropical water operation, where the action of electrolysis, marine growth and worms is accelerated, these periods are frequently reduced to six weeks and three months.

To spread out the load of this regularly scheduled work, the due dates of the individual craft are staggered so that the entire fleet is covered within the time cycle. For this purpose, a roster is kept indicating when each boat was last checked and when she is due again. This work is too important to be left to chance.

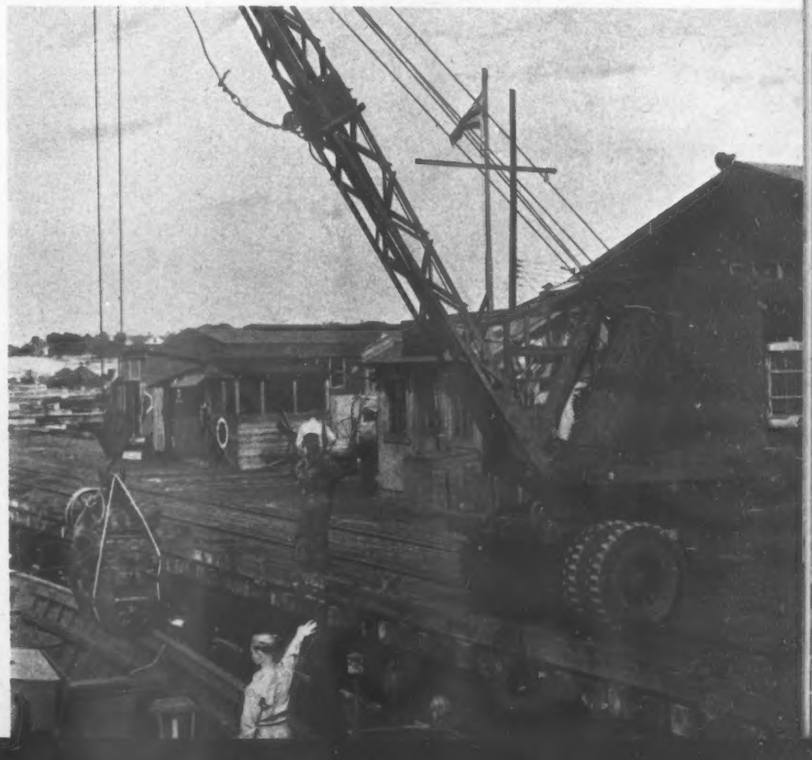
Probably the first essential of creating a maintenance organization is selection of the best qualified personnel. This process starts with picking men according to their "classification." Each individual, soon after induction, is interviewed and subsequently "classified" by the assignment to him of an MCO number indicating his main civilian occupation. With this as the first guide, one may select the desired welders, ship's carpenters, marine engine mechanics and the like.

If enough men with desired skills are not forthcoming — and they seldom are — there are several alternative methods of completing the roster. First, the remaining men may be picked on the basis of their civilian hobbies. Quite possibly the best available ship's carpenter was formerly a bank clerk who spent his spare time building and tinkering around a small sail boat. Another supply is available through the conversion of similar skills. There is, for instance, no great magic involved in converting an automotive mechanic to a marine engine mechanic.

If no other path is open, a completely unskilled man must be selected and trained but this is definitely to be avoided for the skills required in any marine maintenance set-up above second echelon. During a war, there just isn't time enough to train a completely green man up to a par with the experienced ones.

Having picked the men for the job and sent them through the basic military training required of all Army personnel, you are ready to give them their special technical training. This is accomplished in one or more of the following ways. They may be sent to an Army or a civilian technical school or they may be put to work at some near-by installation and learn through on-the-job training.

After the prescribed number of hours training at each of the main phases of his specialty, a man settles down with all the others who make up the organization to which he is assigned. The entire group then spends a period training as a team, each man doing his own job. At the completion of this phase, the



A truck-mounted crane lowers an overhauled Gray marine diesel into a boat for installation

organization and each of its members is considered a finished product and ready for operation.

As an indication of the types of equipment and tools used in this Army marine maintenance program, let's consider the set-up at Army Service Forces Training Center, Camp Gordon Johnston, Florida. Here is maintained a fleet of craft varying from 16 to 200 feet in length, powered by some 50 different types of internal combustion and steam engines. All echelons of maintenance are performed except those jobs involving hauling or drydocking vessels over 60 feet in length. For these, commercial shipyards are employed.

First of all, the crew members, who are responsible for all first echelon work, are supplied with a few simple hand tools and some lubrication equipment. The maintenance team of the operating organization, those who handle second echelon, have sets of tools similar to those carried in the tool box of an average boatyard mechanic. In addition, they have access to painting equipment, battery chargers, vises, bench grinders and electric drills. They operate a marine railway to enable them to haul out the lighter craft for painting, change of wheels and minor hull repairs.

In a fixed installation such as a training camp, the plant layout for third and fourth echelon maintenance is best consolidated into one central location. At Gordon Johnston the third-fourth echelon shop is sub-divided functionally into:

(a) machine and welding section;
(b) wood hull section;
(c) engine section;
  (1) disassembly and reassembly department;
  (2) reverse gear department;
  (3) blower and injector department;
  (4) ignition, generator and starter department;
  (5) cylinder and valve grinding department;
  (6) carburetor, fuel pump and water pump department;
  (7) run in and test department;
(d) installation section;
(e) dry dock section;
(f) yard section;
  (1) marine railway department;

Right, Navy-type sectional dry docks have keel blocks and poppets to accommodate the type of craft to be docked. They are also equipped with a gas engine-driven arc welding machine. Below, the propeller sub-section is equipped with a pitch gauge, pitch block and static balance device

  (2) crane department;
  (3) dry storage department;
  (4) wet storage department.

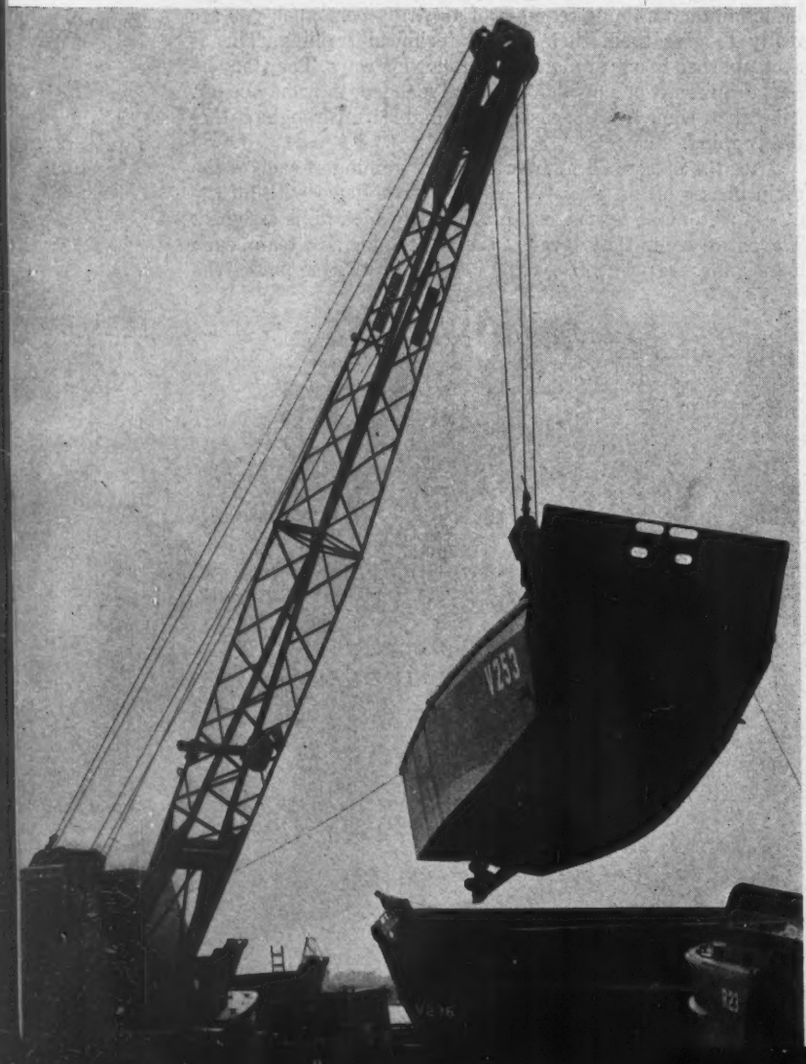
In the machine and welding section is a complete assortment of machine tools including lathes of the necessary sizes, drill presses, milling machines, surface grinders, power hack saws and a metal-cutting band saw. Welding equipment consists of both gas and electric units, a forge with necessary blacksmith tools, and a set of metallizing equipment. In the metallizing sub-section there are two extra-long bed lathes for propeller shaft work. One, which is a bit on the ancient side, is used for undercutting and spraying. The spray work is likely to affect the accuracy of a lathe by messing up bed and apron, so another similar, newer lathe is used for final turning of the sprayed item. A propeller rebuilding sub-section has also been installed. Here are to be found a complete set of pitch blocks for straightening and re-pitching wheels, a static balance machine and a gas welding set for building up broken blades.

The wood hull section is equipped with the usual hand woodworking tools plus table saws, band saws, jointers, planers, woodworking lathes and drill presses.

The disassembly and reassembly department and the reverse gear department are laid out with an adequate supply of benches with convenient compartments and hangers for accommodating parts of disassembled units. Blower and injector section is set aside in a dust-proof room and has at hand the special tools needed for this type of work plus injector test pumps. The ignition and electrical department is a maze of the elaborate test benches which permit test and trouble-shooting in all the myriad types of electrical units found in the modern boat. The grinding department includes cylinder reboring and honing equipment, valve refacing machines and valve seat replacement and refinishing tools. Crankshaft grinding is sent to the machine and welding section. The carburetor and pump department has the necessary electric motors, tanks and piping to test and run in overhauled pumps.

The final, and a most necessary, department of the engine section is run in and test. Untold time is saved by thus proving, adjusting, and breaking in an overhauled or new engine. To wait until the power plant is installed in the boat for this work is certainly inviting wasted effort and numerous failures from over-

(Continued on page 86)



A 30-ton crawler-type crane spots a landing craft in the dry storage yard

THE AIR ALMANAC AT SEA

The Use of the "Air Almanac" for Surface Work Has Spread With Unexpected Rapidity

By GEORGE W. MIXTER

ALMANACS for navigators are principally a series of tables, computed by astronomers, from which the navigator may deduce the position of an observed body at time of sight. The practical accuracy of the position so found depends not only on that of the astronomical computations but also on the simplicity of the work required of the navigator. The nautical almanacs of today are simpler to use than those of the days of sail, but the modern air almanac is far simpler. Inevitably this simplicity must spread to the ships of the seven seas.

The application of astronomy to navigation began to take form when Henry, Prince of Portugal (1394–1460), known as "The Navigator," undertook to systematize and augment the data then available for the "pilots" of the expeditions he sent forth. The data thus developed probably included fairly good tables of the sun's declination and corrections for latitude by Polaris. In England, the Royal Observatory at Greenwich was founded in 1675 and since that time has continued as a major source of information for mariners. Published by order of the Commissioners of Longitude, London, the *Astronomical Ephemeris, for the year 1767 et seq.* was the first nautical almanac to be published annually. The United States Naval Observatory dates from 1847 and in due time the development of an American almanac was undertaken. The first of these annual publications was the *Astronomical Ephemeris for the Use of Navigators* for the year 1858. These American almanacs, like the British, tabulated the R.A. of all bodies to $0^s.01$, the Decl. to $0''.1$, the Eq. T. to $0^s.01$, and included tables of lunar distances. From the modern point of view, the earlier almanacs of both nations were creatures of the astronomers designed to plague midshipmen and their betters, and advancement was slow when compared with that of recent years.

From the painting by Wayman Adams
George W. Mixter

Simplicity dawned over almanac makers when the Greenwich hour angle (G.H.A.) was first tabulated directly in degrees and minutes of arc. The origin of this device is unknown to the present writer who first noted its use in the *Lunar Ephemeris for Aviators for 1930*, published by the U. S. Naval Observatory, which appears to have been the genesis of the present air almanacs. In one way or another the plan was continued, but only for the moon, until the advent of *The Air Almanac for 1933* which tabulated the G.H.A. of all the navigational bodies to $0'.1$. Correction tables provided for reductions to time of sight with an accuracy equivalent to that of the present *Nautical Almanac*. This brilliant start toward a simplified almanac was short-lived. Supported by a false sense of economy, the spirit of the dead past prevailed and *The Air Almanac* as such was not continued.

As a compromise, the *Nautical Almanac* of 1934, for the first time, tabulated the G.H.A. of all the navigational bodies in much the same way as today. With this tabulation of the G.H.A., the use of right ascension, sidereal time and time as a measure of arc was no longer essential to the working of sights, which was a great step in advance. However, the *N.A.* for 1934 did not satisfy American airmen, who turned to the British *Air Almanac* at the first opportunity (1937) and so continued until 1941. No effort was made to simplify the confusing structure of the *Nautical Almanac* or to develop an almanac which would facilitate the training of navigators in an emergency. The need for so doing was pointed out by this writer on page 249 of the February, 1935, *U. S. Naval Institute Proceedings* when discussing the discontinuance of the *A.A.* for 1933. Pearl Harbor brought the emergency, titanic war and dire need for navigators. Yet thousands of teachers must lead their students through the mazes of the *Nautical Almanac*. Why?

The American Air Almanac, child of necessity, was first published for the January-April period of 1941. It is the best constructed almanac yet devised for the use of navigators and marks the most important step in the simplification of the art of navigation since the work of Marcq Saint-Hilaire, circa 1875. "The merits of this form of almanac are so great that it may be expected to come into general use at sea as well as in the air either by (a) slow acceptances of almanacs similar to the 1941 *A.A.* as sufficiently accurate for surface work, or by (b) early publication of practically the same almanac modified to give the accuracy of *The American Nautical Almanac* when required by surface navigators."

The quotation above is from a letter which the author of this article addressed to the Superintendent of the Naval Observatory in November, 1941. It was then thought that the new *Air Almanac* must be modified for surface work, and a plan was submitted for so doing. Since that time the *Air Almanac* in its present form has been more than satisfactory for air navigation, and its use for surface work has spread with unexpected rapidity. This suggests (1) that airmen would not welcome the introduction of tenths of minutes ($0'.1$) and (2) that many navigators find the accuracy of the *A.A.* suffices for work at sea. Before advocating the teaching and use of the *Air Almanac* in the Second Edition of the *Primer of Navigation*, the author reviewed the practical accuracy of the *A.A.* with considerable care. Since that time these studies have been extended with the conclusion that, properly used, the daily data of the *Air Almanac* are sufficiently accurate *under all circumstances* for the purposes of practical navigation. The reasons for this conclusion will be developed after first outlining the construction and use of the tables under discussion.

The outstanding characteristic of the *Air Almanac* is its tabulation of the necessary daily data for all bodies at ten-minute intervals of G.C.T. on a single daily sheet, one sheet for each day of the year. These data, together with a simple star table and G.H.A. correction tables on the inside cover pages, give the Decl. and G.H.A. of sun, planet, moon or star at G.C.T. of sight.

The first of the two pages of a typical daily sheet of the *Air Almanac*, somewhat reduced in scale, is shown herewith. It gives the G.H.A. and Decl. of the sun, the moon and the available planets and the G.H.A. of ♈ for each ten-minute interval of the first 12 hours of the Greenwich day. The moon data at the

The author is indebted to Ramon O. Williams for his assistance and criticism when preparing this article.

right of the principal tables eliminate interpolation when correcting an altitude of that body. Farther at the right is a sketch chart of the ecliptic which shows the relative positions of the moon and the planets for the day. The reverse side of the daily sheet, not illustrated herewith, continues the G.H.A. and Decl. data for second half of the Greenwich day. At the right of this second page are tables of the times of sunrise and sunset, the duration of civil twilight, and the times of moonrise and moonset for the day. The inside front cover page (illustrated with the daily page) gives the correction to be added to reduce the tabulated G.H.A. to time of sight. Below the interpolation table is a short stars table. Similar data for all of the 55 principal navigational stars are tabulated on the inside back cover page.

There are a number of reasons why the *Air Almanac* is far simpler to master and to use than is the *Nautical Almanac*. The navigator uses the figures as printed with no tenths of minutes and without interpolation. The ten-minute tabulations simplify or even eliminate the process of correcting to time of sight, and the Almanac is used in the same way for all bodies except for one additional move in the case of a star. One result is that, in all cases except occasionally for the moon, Decl. is taken directly from the Almanac without interpolation or correction of any kind.

The following examples, worked with data from the two *A.A.* pages reproduced with this article, show the simplicity of finding the G.H.A.:

Problem: Mar. 15, 1945, find the G.H.A. of the sun and of the planet Venus at 8h 45m 32s G.C.T.

	Sun	Venus
G.H.A. at 8h 40m	307° 43′	275° 15′
Corr. for 5m 32s	1 23	1 23
G.H.A.	309° 06′	276° 38′

Problem: Mar. 15, 1945, find the G.H.A. of the star Deneb at 8h 45m 32s G.C.T.

G.H.A. ♈ at 8h 40m	302° 35′
Corr. for 5m 32s	1 23
G.H.A. ♈	303° 58′
S.H.A. of Deneb	50 07
G.H.A. Deneb	354° 05′

For the moon, the G.H.A. is found as for the sun or a planet but at times requires an auxiliary ±1′ correction.

The advantages of the *Air Almanac* should be evident to anyone accustomed to the use of the *Nautical Almanac* and especially to instructors who must teach the use of the older publication. Whether or not the *A.A.* is accurate enough for surface work is another question. Odd though it may seem, some navigators think of the bubble sextant error of 5 to 10 miles or more as inherent in the *Air Almanac* and give the *A.A.* no further thought. The statement on page 203 of *Bowditch* (1943) is almost equally misleading: "The error resulting from the use of this (*Air*) *Almanac* in a position determined by two simultaneous observations will rarely be as large as 5 miles."

Whatever the grounds for the above opinion, the surface navigator should note that the error in a line of position chargeable to the *Air Almanac* and its altitude correction tables results from two classes of errors. The first includes errors in Decl. and G.H.A. The second class includes the errors in the *A.A.* corrections applicable to altitudes as measured at sea. Net errors from either class are of about the same magnitude. When using the *Air Almanac* for surface work, it is both simpler and more accurate to use the regular altitude correction tables as in *Bowditch*, the *Nautical Almanac, H.O. 211*, etc., although this practice is contra to *Bowditch* (1943) pages 207 et seq. The following discussion relates principally to the G.H.A. and Decl. errors and the line of position errors which they cause, assuming that the *A.A.* altitude correction tables are not used.

With few exceptions the quantities tabulated in any almanac are, of necessity, more or less in error irrespective of the accuracy of the original computations. Those in the *Nautical Al-*

INTERPOLATION OF GHA

SUN, PLANETS, ♈

Int. m	Corr. ° ′	Int. m	Corr. ° ′	Int. m	Corr. ° ′
00 00	0 00	03 17	0 50	06 37	1 40
01	0 01	21	0 51	41	1 41
05	0 02	25	0 52	45	1 42
09	0 03	29	0 53	49	1 43
13	0 04	33	0 54	53	1 44
17	0 05	37	0 55	57	1 45
21	0 06	41	0 56	07 01	1 46
25	0 07	45	0 57	05	1 47
29	0 08	49	0 58	09	1 48
33	0 09	53	0 59	13	1 49
37	0 10	57	1 00	17	1 50
41	0 11	04 01	1 01	21	1 51
45	0 12	05	1 02	25	1 52
49	0 13	09	1 03	29	1 53
53	0 14	13	1 04	33	1 54
57	0 15	17	1 05	37	1 55
01 01	0 16	21	1 06	41	1 56
05	0 17	25	1 07	45	1 57
09	0 18	29	1 08	49	1 58
13	0 19	33	1 09	53	1 59
17	0 20	37	1 10	57	2 00
21	0 21	41	1 11	08 01	2 01
25	0 22	45	1 12	05	2 02
29	0 23	49	1 13	09	2 03
33	0 24	53	1 14	13	2 04
37	0 25	57	1 15	17	2 05
41	0 26	05 01	1 16	21	2 06
45	0 27	05	1 17	25	2 07
49	0 28	09	1 18	29	2 08
53	0 29	13	1 19	33	2 09
57	0 30	17	1 20	37	2 10
02 01	0 31	21	1 21	41	2 11
05	0 32	25	1 22	45	2 12
09	0 33	29	1 23	49	2 13
13	0 34	33	1 24	53	2 14
17	0 35	37	1 25	57	2 15
21	0 36	41	1 26	09 01	2 16
25	0 37	45	1 27	05	2 17
29	0 38	49	1 28	09	2 18
33	0 39	53	1 29	13	2 19
37	0 40	57	1 30	17	2 20
41	0 41	06 01	1 31	21	2 21
45	0 42	05	1 32	25	2 22
49	0 43	09	1 33	29	2 23
53	0 44	13	1 34	33	2 24
57	0 45	17	1 35	37	2 25
03 01	0 46	21	1 36	41	2 26
05	0 47	25	1 37	45	2 27
09	0 48	29	1 38	49	2 28
13	0 49	33	1 39	53	2 29
17	0 50	37	1 40	57	2 30
21		41		10 00	

MOON

Int. m	Corr. ° ′	Int. m	Corr. ° ′	Int. m	Corr. ° ′
00 00	0 00	03 20	0 49	06 39	1 37
02	0 01	24	0 50	43	1 38
06	0 02	29	0 51	47	1 39
10	0 03	33	0 52	52	1 40
14	0 04	37	0 53	56	1 41
18	0 05	41	0 54	07 00	1 42
22	0 06	45	0 55	04	1 43
26	0 07	49	0 56	08	1 44
31	0 08	53	0 57	12	1 45
35	0 09	58	0 58	16	1 46
39	0 10	04 02	0 59	20	1 47
43	0 11	06	1 00	25	1 48
47	0 12	10	1 01	29	1 49
51	0 13	14	1 02	33	1 50
55	0 14	18	1 03	37	1 51
01 00	0 15	22	1 04	41	1 52
04	0 16	27	1 05	45	1 53
08	0 17	31	1 06	49	1 54
12	0 18	35	1 07	54	1 55
16	0 19	39	1 08	58	1 56
20	0 20	43	1 09	08 02	1 57
24	0 21	47	1 10	06	1 58
29	0 22	51	1 11	10	1 59
33	0 23	56	1 12	14	2 00
37	0 24	05 00	1 13	18	2 01
41	0 25	04	1 14	23	2 02
45	0 26	08	1 15	27	2 03
49	0 27	12	1 16	31	2 04
53	0 28	16	1 17	35	2 05
58	0 29	20	1 18	39	2 06
02 02	0 30	25	1 19	43	2 07
06	0 31	29	1 20	47	2 08
10	0 32	33	1 21	52	2 09
14	0 33	37	1 22	56	2 10
18	0 34	41	1 23	09 00	2 11
22	0 35	45	1 24	04	2 12
26	0 36	49	1 25	08	2 13
31	0 37	54	1 26	12	2 14
35	0 38	58	1 27	16	2 15
39	0 39	06 02	1 28	21	2 16
43	0 40	06	1 29	25	2 17
47	0 41	10	1 30	29	2 18
51	0 42	14	1 31	33	2 19
55	0 43	18	1 32	37	2 20
03 00	0 44	23	1 33	41	2 21
04	0 45	27	1 34	45	2 22
08	0 46	31	1 35	50	2 23
12	0 47	35	1 36	54	2 24
16	0 48	39	1 37	58	2 25
20	0 49	43		10 00	
24					

Correction to be added to GHA for interval of GCT

STARS

No.	Name	Mag.	SHA	Dec.	No.	Name	Mag.	SHA	Dec.
			° ′	° ′				° ′	°
1	Achernar . .	0.6	336 05	S57 31	12	Dubhe . . .	2.0	194 54	N62 03
2	Acrux . . .	1.1	174 07	S62 48	13	Fomalhaut .	1.3	16 21	S29 55
3	Aldebaran .	1.1	291 49	N16 24	14	Peacock . .	2.1	54 41	S56 55
4	Alpheratz .	2.2	358 37	N28 47	15	Pollux . . .	1.2	244 31	N28 10
5	Altair . . .	0.9	62 59	N 8 43	16	Procyon . .	0.5	245 54	N 5 22
6	Antares . .	1.2	113 30	S26 19	17	Regulus . .	1.3	208 38	N12 14
7	Arcturus . .	0.2	146 43	N19 28	18	Rigel	0.3	282 02	S 8 16
8	Betelgeux .	0.1–1.2	271 57	N 7 24	19	Rigil Kent. .	0.3	141 02	S60 36
9	Canopus . .	−0.9	264 19	S52 40	20	Sirius . . .	−1.6	259 19	S16 39
10	Capella . .	0.2	281 51	N45 57	21	Spica . . .	1.2	159 26	S10 52
11	Deneb . . .	1.3	50 07	N45 05	22	Vega	0.1	81 14	N38 44

Complete Star List on inside back cover.

manac are rounded and tabulated to 0′.1 with a possible error of ±0′.05. In the *Air Almanac*, all quantities are rounded to 1′ with a possible error of ±0′.5. Thus the *Air Almanac* is the less accurate and single quantities taken from that almanac always have a possible error of ±0′.5 (Decl., etc.). When a required quantity is the sum of two quantities, each with a possible error of ±0′.5, the possible error in the quantity so found is ±1′ (G.H.A. of sun, etc.). When three quantities are combined it is ±1′.5 (G.H.A. of stars, etc.). These are the possible errors inevitable with rounded quantities but they are not the maximum possible errors. Actually and for good and sufficient reasons, figures from an almanac are not always as accurate as would appear. As from the *Nautical Almanac*, the Corr. to be added to the G.H.A. of the sun may be in error from 0′.0 to ±0′.7 (rare), or from the *Air Almanac* the Corr. to time of sight for Venus may have an error of ±1′, etc., etc. For the *Air Almanac*, the explanatory text (Sec. 14) states that: "The error in an interpolated G.H.A. is never as great as 1′.8 and the average error is about 0′.5 except for" three circumpolar stars. The maximum error in Decl. appears to be less than 1′ and the average error is about 0′.3.

The chances of encountering maximum or near-maximum errors in either the Decl. or G.H.A. are much less than is generally understood. Laplace's principles of probability serve to develop this fact and the results lend an interesting background for the factual analysis which follows. Assume for the following discussion that the maximum possible error in any single quantity taken directly from the *Air Almanac* is ±0′.5. This means that the value of the error may be anything from 0 to 0′.5 with a sign which may be either (+) or (−). Assuming a random or even chance that the value of the error will fall in any one of five 0′.1 brackets, there is 1 chance in 5 or a probability of ⅕ that its value falls in the high bracket. This approximates the case of the error in the value of the Decl. Whether the error is (+) or (−) is an even chance or a probability of ½. Thus the chance of an error being in the high bracket *and* of a given sign is only ½ of ⅕ or 1/10.

Evidently the error in a quantity which is the sum of two quantities taken from the Almanac can reach its possible maximum only when the errors in both quantities are a maximum and of the same sign. The chance that the first error is in the high bracket is ⅕ and its sign may be either (+) or (−). This is also true of the second error, but the chance that it will fall in the high bracket *and* have the same sign as the first error is only 1/10. Thus the probability of both errors being in the high bracket and of the same sign is only 1/10 of ⅕ or 1/50. This is the case of the G.H.A. of the sun or of a planet and indicates a chance for a near-maximum error of less than 1 in 50. For a star, the S.H.A. introduces a third error, and the probability of all three errors being of like sign and in the high bracket dwindles to 1/10 of 1/50 or 1/500, a chance of less than 1 in 500 for a near-maximum error in the G.H.A. The probability of error in the moon's G.H.A. most often follows that of the sun but may follow that of a star. Sound as may be the reasoning, no mathematical exactness can be attached to these conclusions which are at best conservative approximations.

"The outstanding characteristic of the 'Air Almanac' is its tabulation of the necessary daily data for all bodies at ten-minute intervals of G.C.T. on a single daily sheet (the a.m. side of which is illustrated at left), one sheet for every day of the year. These data, together with a simple star table and G.H.A. corrections on the inside cover pages (see facing page), give the Decl. and G.H.A. of the sun, planet, moon or star at G.C.T. of sight."

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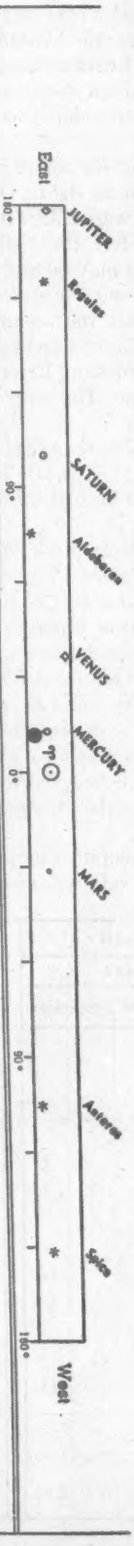
GCT	☉ SUN GHA	☉ SUN Dec.	♈ GHA	VENUS −4.3 GHA	VENUS −4.3 Dec.	JUPITER −2.0 GHA	JUPITER −2.0 Dec.	SATURN 0.2 GHA	SATURN 0.2 Dec.	☾ MOON GHA	☾ MOON Dec.	☾ Par.	Corr. All.	Corr. +
h m	° ′	° ′	° ′	° ′	° ′	° ′	° ′	° ′	° ′	° ′	° ′			
0 00	177 42	S 2 22	172 14	145 01	N17 31	358 37	N 4 26	77 59	N22 49	164 44	S 2 10			
10	180 12		174 44	147 31		1 08		80 30		167 09	07			
20	182 42		177 15	150 01		3 38		83 00		169 33	05			
30	185 12		179 45	152 32		6 09		85 31		171 58	03			
40	187 42		182 16	155 02		8 39		88 01		174 22	2 00	0		61
50	190 12		184 46	157 32		11 10		90 31		176 47	1 58	8		60
1 00	192 42	S 2 21	187 16	160 02	N17 32	13 40	N 4 26	93 02	N22 49	179 12	S 1 55	13		59
10	195 12		189 47	162 33		16 11		95 32		181 36	53	16		58
20	197 42		192 17	165 03		18 41		98 03		184 01	50	20		57
30	200 12		194 48	167 33		21 12		100 33		186 25	48	22		57
40	202 42		197 18	170 03		23 42		103 03		188 50	46	24		56
50	205 12		199 48	172 34		26 12		105 34		191 14	43	27		55
2 00	207 42	S 2 20	202 19	175 04	N17 32	28 43	N 4 26	108 04	N22 49	193 39	S 1 41	29		54
10	210 12		204 49	177 34		31 13		110 35		196 03	38	30		53
20	212 42		207 20	180 05		33 44		113 05		198 28	36	32		52
30	215 12		209 50	182 35		36 14		115 35		200 53	33	34		51
40	217 42		212 20	185 05		38 45		118 06		203 17	31	35		50
50	220 12		214 51	187 35		41 15		120 36		205 42	29	37		49
												39		48
3 00	222 42	S 2 19	217 21	190 06	N17 33	43 46	N 4 26	123 07	N22 49	208 06	S 1 26	40		47
10	225 12		219 52	192 36		46 16		125 37		210 31	24	41		46
20	227 42		222 22	195 06		48 47		128 07		212 55	21	43		45
30	230 13		224 53	197 37		51 17		130 38		215 20	19	44		44
40	232 43		227 23	200 07		53 48		133 08		217 44	16	46		43
50	235 13		229 53	202 37		56 18		135 39		220 09	14	47		42
4 00	237 43	S 2 18	232 24	205 07	N17 33	58 48	N 4 26	138 09	N22 49	222 34	S 1 12	48		41
10	240 13		234 54	207 38		61 19		140 39		224 58	09	49		40
20	242 43		237 25	210 08		63 49		143 10		227 23	07	50		39
30	245 13		239 55	212 38		66 20		145 40		229 47	04	52		38
40	247 43		242 25	215 08		68 50		148 11		232 12	1 02	53		37
50	250 13		244 56	217 39		71 21		150 41		234 36	0 59	54		36
5 00	252 43	S 2 17	247 26	220 09	N17 34	73 51	N 4 26	153 12	N22 49	237 01	S 0 57	55		35
10	255 13		249 57	222 39		76 22		155 42		239 25	55	56		34
20	257 43		252 27	225 10		78 52		158 12		241 50	52	57		33
30	260 13		254 57	227 40		81 23		160 43		244 15	50	59		32
40	262 43		257 28	230 10		83 53		163 13		246 39	47	60		31
50	265 13		259 58	232 40		86 24		165 44		249 04	45	61		30
												62		29
6 00	267 43	S 2 16	262 29	235 11	N17 35	88 54	N 4 26	168 14	N22 49	251 28	S 0 42	63		28
10	270 13		264 59	237 41		91 24		170 44		253 53	40	64		27
20	272 43		267 30	240 11		93 55		173 15		256 17	38	65		26
30	275 13		270 00	242 42		96 25		175 45		258 42	35	66		25
40	277 43		272 30	245 12		98 56		178 16		261 06	33	67		24
50	280 13		275 01	247 42		101 26		180 46		263 31	30	68		23
7 00	282 43	S 2 15	277 31	250 12	N17 35	103 57	N 4 27	183 16	N22 49	265 56	S 0 28	69		22
10	285 13		280 02	252 43		106 27		185 47		268 20	25	70		21
20	287 43		282 32	255 13		108 58		188 17		270 45	23	71		20
30	290 13		285 02	257 43		111 28		190 48		273 09	21	72		19
40	292 43		287 33	260 14		113 59		193 18		275 34	18	73		18
50	295 13		290 03	262 44		116 29		195 48		277 58	16	74		17
8 00	297 43	S 2 14	292 34	265 14	N17 36	119 00	N 4 27	198 19	N22 49	280 23	S 0 13	75		16
10	300 13		295 04	267 44		121 30		200 49		282 47	11	76		15
20	302 43		297 34	270 15		124 00		203 20		285 12	08	77		14
30	305 13		300 05	272 45		126 31		205 50		287 37	06	78		13
40	307 43		302 35	275 15		129 01		208 20		290 01	04	79		12
50	310 13		305 06	277 46		131 32		210 51		292 26	S 0 01	80		11
												81		10
9 00	312 43	S 2 13	307 36	280 16	N17 36	134 02	N 4 27	213 21	N22 49	294 50	N 0 01			
10	315 13		310 06	282 46		136 33		215 52		297 15	04			
20	317 44		312 37	285 16		139 03		218 22		299 39	06	SD, ☉		
30	320 14		315 07	287 47		141 34		220 52		302 04	09			
40	322 44		317 38	290 17		144 04		223 23		304 29	11	16		
50	325 14		320 08	292 47		146 35		225 53		306 53	13			
10 00	327 44	S 2 12	322 39	295 18	N17 37	149 05	N 4 27	228 24	N22 49	309 18	N 0 16	SD, ☾		
10	330 14		325 09	297 48		151 36		230 54		311 42	18			
20	332 44		327 39	300 18		154 06		233 24		314 07	21	17		
30	335 14		330 10	302 48		156 36		235 55		316 31	23			
40	337 44		332 40	305 19		159 07		238 25		318 56	26			
50	340 14		335 11	307 49		161 37		240 56		321 21	28	Corr. HA ☾		
11 00	342 44	S 2 11	337 41	310 19	N17 38	164 08	N 4 27	243 26	N22 49	323 45	N 0 31			
10	345 14		340 11	312 49		166 38		245 56		326 10	33			
20	347 44		342 42	315 20		169 09		248 27		328 34	35			
30	350 14		345 12	317 50		171 39		250 57		330 59	38			
40	352 44		347 43	320 20		174 10		253 28		333 23	40			
50	355 14		350 13	322 51		176 40		255 58		335 48	43			
12 00	357 44	S 2 10	352 43	325 21	N17 38	179 11	N 4 27	258 28	N22 49	338 13	N 0 45			



Whatever the practical value of the above discussion, it indicates that maximum and near-maximum errors are rare and explains why the average error in the G.H.A. is less than one-third of its possible maximum. These statements are also supported by the following empirical analysis of the solutions of a group of line of position problems by various methods. The problems analyzed are those given in the recently published *Primer of Navigation Key*, by Mixter and Williams. In the *Key* each sight is worked by four methods, three with the *Nautical Almanac* by *H.O. 211*, *H.O. 214* and by the Ageton (1942) method. The fourth is an air solution with the *Air Almanac* and rounded figures from *H.O. 214*. The last method gave results so closely approximating those obtained with the *Nautical Almanac* as to suggest further investigation.

Sights analyzed (85) are fairly divided among stars (44), sun (24), moon (9) and planets (8), and have no special characteristic other than the latitudes which lie within 30° to 40° N or S.

Master solutions, with which the *A.A.* solutions have been compared, are those given in the *Key* by *H.O. 214* with altitude corrections, G.H.A. and Decl. from the *Nautical Almanac*. These solutions were computed to 0′.1 with meticulous attention to exact interpolation and checked, then re-checked by experienced officer-teachers, and may be considered as exact within the limits of the method.

Air Almanac solutions by *H.O. 214* for comparison with the master solutions were recomputed for all sights. Only the Decl. and G.H.A. and the S.H.A. of stars were taken from the *A.A.* All other quantities were extended to 0′.1, the *A.A.* altitude corrections were not used and the results may be said to reflect the true accuracy of the *Air Almanac* under the stated conditions.

Error, as the term will be used, means the amount by which a quantity or result from the *Air Almanac* differs from a corresponding figure in the master *N.A.* solution. Errors in LOP are measured in miles on the azimuth line. The error in a fix is its distance in miles from the master fix.

Average error is used as meaning the numerical average of a series of errors whether they be (+), (−) or (0). Those relating only to planet and moon sights have limited meaning because of the limited number of such sights.

The Summary of *Air Almanac* Errors presents the final results of the work outlined above. The G.H.A. and Decl. errors are simple differences from *N.A.* figures and as such are accurate. Plotting of the *A.A.* results was superimposed on the original master plotting which had been checked before publication with the same care as the master solutions. There is no appreciable difference in the azimuth by an *A.A.* solution. The LOP errors and the fix errors may be considered as accurate within the limits of close work on a standard plotting sheet. Considered as a whole, the Summary is believed to reflect a fair picture of the relative accuracy of the *Air Almanac* when used at its best for surface navigation.

Whether or not the *Air Almanac* accuracy should be accepted by mariners is a matter of opinion or rather a question of judgment based on the ups and downs of the errors and on knowledge of how navigators work. As for the errors, that in the Decl. has a maximum of something less than 1′, with an average error in Decl. of about 0′.3. The error in the G.H.A. theoretically cannot exceed 1′.8 but its practical maximum appears to be about 1′ with an average of 0′.4, a figure which is in practical agreement with the 0′.5 average given in the *A.A.* The remote possibility of a near-maximum error must not be overlooked, although the chance for such an error is certainly no greater than the ever-present possibility for an unrecognized blunder of similar magnitude.

A study of various details omitted from this article but on which the Summary is based brings out two points: (1) The line of position errors due to the *A.A.* are seldom directly related to those of the Decl. and G.H.A. because not only the intercept but also the A.P. may differ from those of the master plotting; (2) the LOP error seldom exceeds the greater of the errors in Decl. or G.H.A. The maximum theoretical error which never exceeds 1′.8 may be regarded as never occurring. Practically the LOP error seldom exceeds 1′ and averages less than 0′.4. These "errors" represent only *differences* caused by taking the Decl. and G.H.A. from the *Air Almanac*. Thus *Bowditch* (1943) points out that they are not the only errors and that all of the unavoidable errors related to taking and working sights should be considered when near the land. Certainly a position line should be regarded as nothing more than the center of a strip of position the width of which may be increased or decreased by the *A.A.* error, according to its sign. Probability favors a decrease in the total LOP error because any increase in the number of errors of random sign applicable to the LOP tends to decrease their algebraic total. Hardly to be taught to the bridge personnel, this fact may explain how certain navigators who have never heard of the *A.A.* escape trouble, a result too often credited to the tenths of minutes in the *Nautical Almanac*.

The fix errors (13) tabulated in the Summary, although limited in number, suggest a maximum error of little more than 1 mile with an average of 0.5 mile, assuming fair intersections. The 1.2 mile error resulted principally from a 20° cross. Had all the altitudes been corrected with the *Air Almanac*, the average of the LOP errors, and presumably that of the fix errors, would have been increased about 40 per cent as found by recomputing the *A.A.* solutions. This figure increases to about 50 per cent when all rounded figures (no tenths of minutes) are used when working the sights, and probably would show some further increase with *H.O. 218*.

The author's opinion that the *Air Almanac* when properly used is sufficiently accurate for surface navigation is based only in part on the study of its errors. In practice it is relatively more accurate than is apparent. Exact figures are taken from the *A.A.* because that is the only way to use it, while with the *N.A.* it is almost customary to forego its possible accuracy. Furthermore, the simplicity of the *Air Almanac* minimizes blunders which the complications of the *N.A.* invite. Whatever the errors in *Air Almanac* results, they are not cumulative and can have but little effect on the accuracy of making landfall or rendezvous.

With the end of the present emergency, general recognition of the merits of the *Air Almanac* will inevitably raise the question of changes in the *Nautical Almanac*. The simpler course is to let well enough alone and let the mariner choose the almanac he prefers or can afford, but this is not the final answer. A fair criticism of the *Nautical Almanac*, already the best of such publications, is that it is confusing, principally because it provides eight different procedures for finding the G.H.A., of which the navigator must use a minimum of four. The *Air Almanac* uses one and

(Continued on page 88)

Greenwich Hour Angle						Declination						Line of Position						Fix
A.A. Error	Sights					A.A. Error	Sights					A.A Error	Sights					13 only Error in Miles
	Star	Sun	Plnt.	Moon	Total		Star	Sun	Plnt.	Moon	Total		Star	Sun	Plnt.	Moon	Total	
′												Mi.						Mi.
1.1						1.1						1.1	1				1	1 of 1.1
1.0	1	1		1	3	1.0						1.0						
0.9			1		1	0.9						0.9		1			1	
0.8	2	2			4	0.8		1		1	2	0.8		2	1	1	4	1 of 0.8
0.7	5		1	1	7	0.7	1	1		2	4	0.7	3				3	1 of 0.7
0.6	8	3			11	0.6		3			3	0.6	2	3	1	1	7	1 of 0.6
0.5	5			2	7	0.5	5	1	2	1	9	0.5	2	3		1	6	2 of 0.5
0.4	3	2	2	1	8	0.4	5	7	1	1	14	0.4	7	2	1		10	3 of 0.4
0.3	4	1	1	1	7	0.3	12	1		1	14	0.3	9	5	2	1	17	3 of 0.3
0.2	7	6	2	1	16	0.2	3	3		1	7	0.2	6	6		2	14	1 of 0.2
0.1	6	6	1	1	14	0.1	10	3	3	1	17	0.1	6	2	3	2	13	
0	3	3		1	7	0	8	4	2	1	15	0	8			1	9	
Total	44 Star	24 Sun	8 Plnt.	9 Moon	85 Total	Total	44 Star	24 Sun	8 Plnt.	9 Moon	85 Total	Total	44 Star	24 Sun	8 Plnt.	9 Moon	85 Total	13 Fixes
Av. Error	0′.40	0′.30	0′.40	0′.41	0′.38	Av. Error	0′.24	0′.33	0′.21	0′.41	0′.28	Av. Error	0.29	0.40	0.34	0.31	0.33	Av. Error 0.50 Miles

Summary of Air Almanac Errors in 85 Sights

RACING THE "EIGHTS"

Detroit, Home of the Nation's Largest Eight-Metre Fleet, is the Scene of Keen Competition

By JOSEPHINE WUNSCH

THE DETROIT River had changed from sparkling summer blue to autumnal gray. The air was so cold on that mid-October morning that I could see my breath. Surely the time had come to get out *Shamrock's* winter cover I thought; but no, those wacky Eight-Metre boys were still racing.

There were two strikes against me on that last race of the "Iceberg Series." Being a woman and the seventh person aboard *Shamrock*, when I inquired where I could be of the most use, the chorus came back: "Below." I compromised by sticking my head up the forward hatch, so I could watch the race and keep that part of me swathed in woollies and ski suit out of the way.

Some member of the crew dropped a hint about my warming up soup but I let the hint stay dropped. I could not bring myself to leave the scene of the excitement for even that long. From the moment the "Eights" started jockeying for position in front of the Detroit Yacht Club, with the wind shifting capriciously every time the skipper decided on a course, the race was packed with thrills. Bob Kerr was at the stick when *Shamrock* went over the line with the best of them; then, for a reason known only to *Shamrock* herself, she stopped dead. No matter how loudly the boys whistled for a wind, we sat like a decoy while *Intrepid*, *Venture*, *Conewago* and, finally, *Thisbe*, which went from fifth to first in that leg, slipped by us.

Slowly we gathered headway and, tacking up the river against a NE wind, picked off first one and then another, except *Thisbe*, which had us all licked early in the race. At last we caught *Conewago*, then *Conewago* caught us. Everyone screamed advice at the skipper — but *Conewago* was through us and we were trailing her. Ah, but the mark! By a fancy maneuver we managed to sneak inside her after she had rounded the buoy. *Thisbe* won the race but *Shamrock*, by placing second, took the series. Bayview's bar was crowded with noisy revellers until — well, I won't go into that.

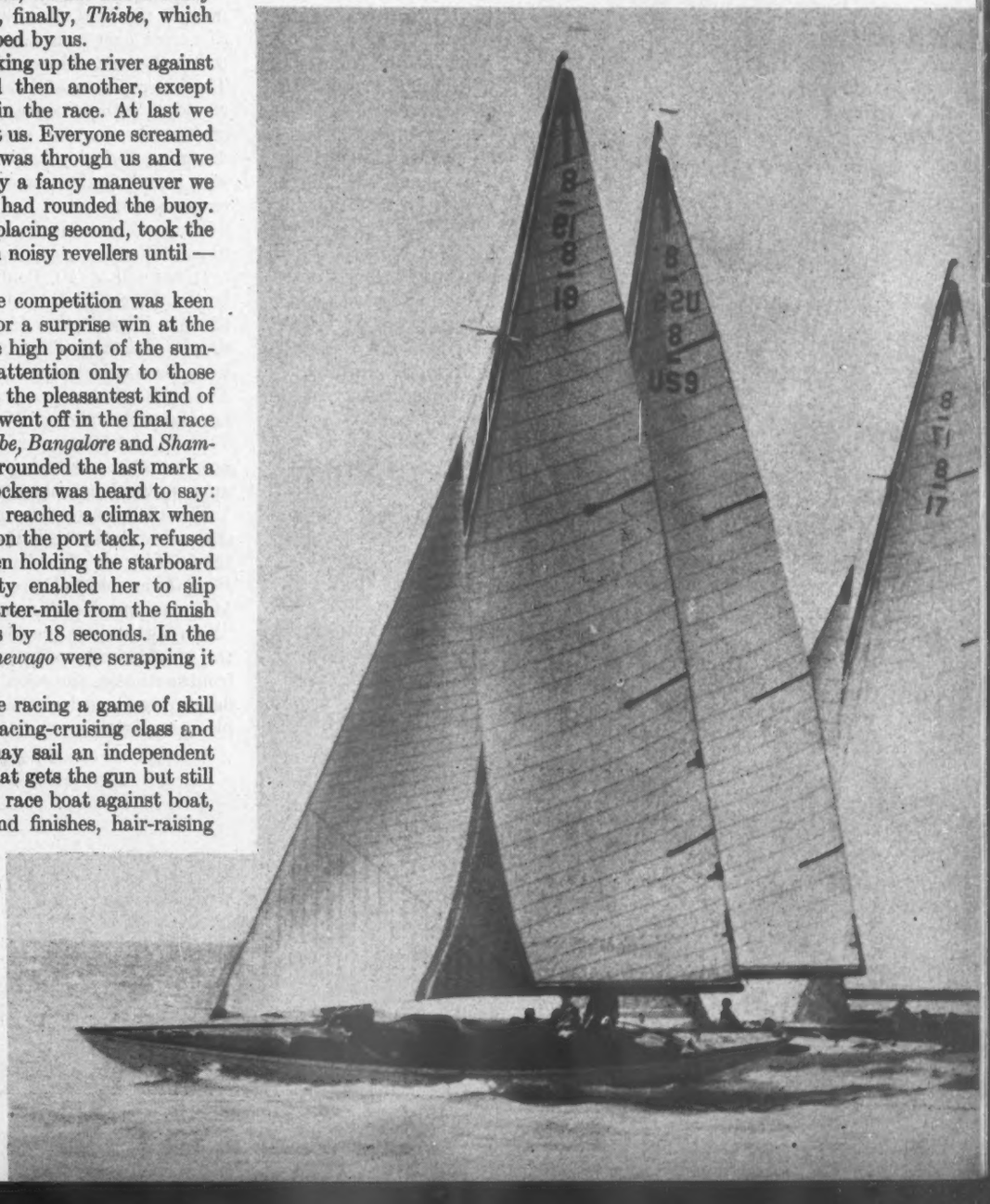
That wasn't the only race where the competition was keen and the "Eights" switched positions for a surprise win at the finish. Eddie recalls this incident as the high point of the summer's racing. (*Note:* We are drawing attention only to those times when *Shamrock* came out on top, the pleasantest kind of reminiscing for us!) As the starting gun went off in the final race of the three-day Put-in-Bay Series, *Thisbe*, *Bangalore* and *Shamrock* were in a three-way tie. *Bangalore* rounded the last mark a half-mile ahead, and one of the Shamrockers was heard to say: "I'll settle for a second." But the race reached a climax when *Bangalore's* cagey Bud Doyle, who was on the port tack, refused to take a chance crossing *Shamrock*, then holding the starboard tack, and *Shamrock's* windward ability enabled her to slip through *Bangalore's* lee only a scant quarter-mile from the finish line. *Shamrock* won the race and series by 18 seconds. In the meanwhile, *Thisbe* and her old rival *Conewago* were scrapping it out for third place.

Brushes like these make Eight-Metre racing a game of skill and wits that is hard to beat. In the racing-cruising class and the cruising class, the winning boat may sail an independent course and finish far behind the boat that gets the gun but still save her time allowance. The "Eights" race boat against boat, which makes for split-second starts and finishes, hair-raising tacks and jibes, and too-close-for-comfort coverings. Some are faster than others, of course, but they are enough alike so that, given a fair break and a good crew, any one could win.

The boys who sail them turn out with amazing consistency for any race, any time. They enter the weekly Sunday races, sail down to Toledo for the Mills Trophy Race, to Put-in-Bay for the series, and from Detroit to Mackinac. Their racing season begins with an "Iceberg Series" in May and ends with a second "Iceberg Series" in the fall. Dependent on the wind instead of the auxiliary motors customarily used in the Detroit River, Eight-Metre fans must rise at unheard of hours Sunday morning to allow plenty of time to battle current and head winds up the river to reach the starting buoys, usually out in Lake St. Clair. Their open cockpits are the cause of perpetual discussion between the sailors, who prefer them, and the race committees, who blacklist them. So far, the skippers have had their way.

At present there are eight Eight-Metres in Detroit, most of them top flight, gathered from all parts of the country. They are:

(1) *Thisbe:* owned by Tom Petzold. Her former owner was Charles Francis Adams. She was designed by Clinton Crane and



Tore Franzen

Eight-Metre racing is a game of skill and wits that is hard to beat. Left to right, "Shamrock," "Thisbe" and "Armida" fighting it out in the fifth race of the '44 Barthel Series, won by a Chicago crew

built by Nevins in 1929. She is a fast all around boat with beautiful canvas. Her excellent record includes winning the Canada Cup.

(2) *Venture:* owned by Milt Cross; referred to as "the oldest skipper (past 70) in the youngest boat (1938)." She was designed by E. Arthur Shuman, Jr., and C. Padget Hodson for Nancy Leiter, of Boston, and built by Britt Brothers. Her novel helm arrangement incorporates a forward cockpit for the skipper, and a crew cockpit aft.

(3) *Conewago:* owned by Charlie Beck. She was designed by Sparkman & Stephens and built by Robert Jacob in 1930. She defended the Canada Cup successfully three times and later broke up the Class on the Chesapeake. A tricky boat to sail, she is fine forward and is only 46 feet long. *Conewago* is unbeatable in light air.

(4) *Armida:* owned by George Gonyeau. Designed by Frank Paine, she is the third of the Paine-Lawley "Eights." While similar to *Shamrock*, she is, in comparison, short on accommodations but is a better boat in light going. She has displayed more than one hot flash.

(5) *Intrepid:* owned by Perce Darnell. The second of the Paine-Lawley "Eights," she has slightly more beam than *Shamrock* and *Armida*.

(6) *Pintail:* owned by Perce Darnell, is the second "Eight" in the "Darnell Line." She is the biggest of the class, being almost 51 feet long, and can reach like a fool, having a relatively big fore triangle. She was designed by G. Estlander and built by Lawley in 1930.

(7) *Warrior:* owned by Ed and Al Cooper, was familiar to Detroiters as the *Winjack*. She was the second "Eight" in the river, before being sold to Chicago. A big boat, she can reach fast but needs a breeze of wind. She was designed by Tore Holm and built in Sweden in 1927.

(8) *Shamrock:* owned by Kerr-Wunsch syndicate, was the fourth of the Paine-Lawley "Eights." She is a heavy boat, 48 feet, 3 inches, over all, with more cruising accommodations. She is best in a breeze.

Bangalore: owned by that Youngstown wizard, Bud Doyle, is unofficially a member of the Detroit fleet as she has been brought over for many races, including the Mackinac, which she won in '44. She is a sister ship of *Rangoon* and, with Doyle at the helm, has kept the local lads humping.

Detroit hasn't always had such an outstanding Eight-Metre fleet. Back in 1929, Lawrence Fisher's *Margaret F* was a lone wolf and had to be sailed in the Universal Class. Brother Bill was at the helm when *Margaret F's* spar and rigging cut loose in the Bayview All-Night Race, so Bill found himself the owner. He sailed her to Mackinac in the early Thirties but, even when she was the first boat to finish, it was rather an empty honor as she had no class competitors.

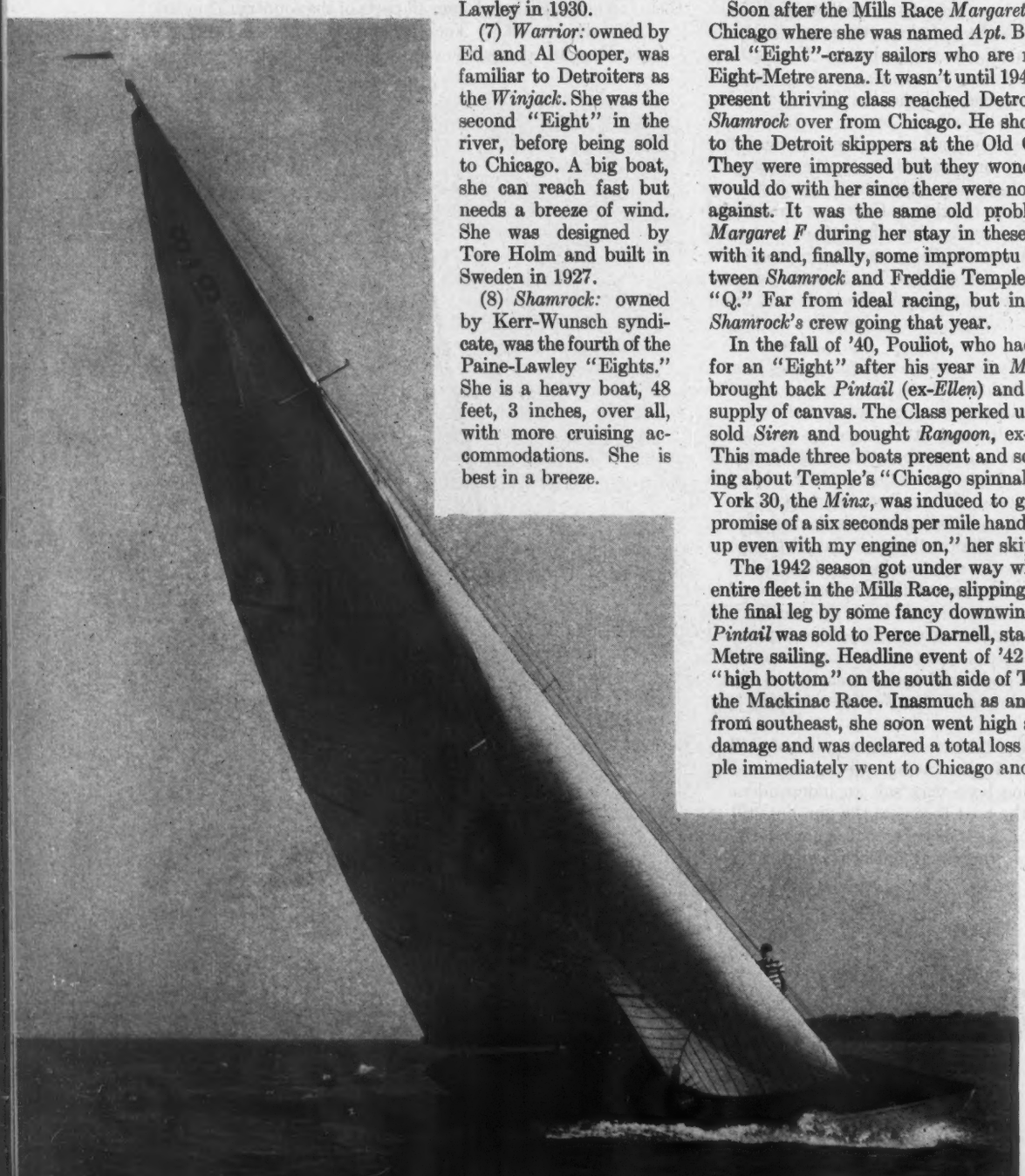
John Lord Booth tried to stir up a little competition when he introduced *Winjack* to Detroit but the races were somewhat one-sided. *Winjack* was an open "Eight" and *Margaret F* one of the one-designs which were seldom able to keep up with the open class. So *Winjack* was sold to Chicago and *Margaret F* to Port Huron. Thus the first attempt at forming a class fell through.

But both boats were destined to reappear in Detroit. In 1936, Russ Pouliot chartered *Margaret F* back from Port Huron. He took her to Toledo for the Mills Race and she was the first to finish. There were just four aboard, Pouliot, his wife, Clark Swart, now in the Pacific, and Ted Coggin, whose light canvas handling brought forth the remark: "But how can one guy have so many hands?"

Soon after the Mills Race *Margaret F* was resold, this time to Chicago where she was named *Apt*. But she left behind her several "Eight"-crazy sailors who are now fighting it out in the Eight-Metre arena. It wasn't until 1940 that the first boat of the present thriving class reached Detroit. Ernie Grates brought *Shamrock* over from Chicago. He showed her with great pride to the Detroit skippers at the Old Club one June week end. They were impressed but they wondered what the blazes he would do with her since there were no others in her class to race against. It was the same old problem that had confronted *Margaret F* during her stay in these waters. But Ernie stuck with it and, finally, some impromptu brushes were arranged between *Shamrock* and Freddie Temple's *Siren*, a Universal Class "Q." Far from ideal racing, but interesting enough to keep *Shamrock's* crew going that year.

In the fall of '40, Pouliot, who had always had a hankering for an "Eight" after his year in *Margaret F*, went east and brought back *Pintail* (ex-*Ellen*) and her almost inexhaustible supply of canvas. The Class perked up even more when Temple sold *Siren* and bought *Rangoon*, ex-*Greenspot*, from Chicago. This made three boats present and scrapping (protest flags flying about Temple's "Chicago spinnaker") and a fourth, a New York 30, the *Minx*, was induced to go along in the races with a promise of a six seconds per mile handicap. "But I couldn't keep up even with my engine on," her skipper confessed.

The 1942 season got under way with *Pintail* shellacking the entire fleet in the Mills Race, slipping by the big *White Cloud* on the final leg by some fancy downwind tacking. The next week, *Pintail* was sold to Perce Darnell, staunch protagonist of Eight-Metre sailing. Headline event of '42 was when *Rangoon* found "high bottom" on the south side of Thunder Bay Island during the Mackinac Race. Inasmuch as an 18 mile wind was blowing from southeast, she soon went high and dry with considerable damage and was declared a total loss by the underwriters. Temple immediately went to Chicago and bought *Warrior*. Since he



Sam Fox

"Shamrock" won the three-day series of the annual Inter-Lake Yachting Association's regatta at Put-in-Bay, breaking a three-way tie between "Thisbe," "Bangalore" and herself

J. F. Miller

The start of the Eight-Metre fleet in the Bayview Yacht Club's 1944 all-night race. Left to right are, "Thisbe," "Pintail," "Shamrock," "Conewago," "Intrepid," "Armida" and "Warrior"

had to sail her home anyhow, he entered the Chicago Mackinac Race and, hoping to get home quickly, proceeded to win it hands down.

By '43, everyone realized that this time the Eight-Metre Class was to play an important part in Detroit racing. The fourth to appear was George Gonyeau's *Armida*. She arrived early in the spring on a truck from Marblehead, but her garboards had been loosened by ice left in the bilge the previous winter, so it took a little while to put her in condition for competition. Late in the season, Tom Petzold had *Thisbe* shipped on from Marblehead. She was completely overhauled during the winter and, when she came out for the first race in the spring, was acclaimed the show boat of the fleet, with her glistening topsides, spar and decks and her canvas the envy of all.

Awashonks (ex-*Amethyst*) also arrived late in '43. Freddie Ford bought her for his son who is in the Service but was prevailed upon to sell her to Perce Darnell, owner of *Pintail*. It is said that when Darnell woke up to the fact that he was the owner of *two* Eight-Metres, he ever after refused all alcoholic beverages. *Awashonks* (humorously referred to as *Wabbleshanks*) was rechristened *Intrepid*, but already the river wits are calling her *Decrepit*. *Warrior* changed hands in '43, when Temple sold her to the Ed and Al Cooper syndicate of the Detroit Yacht Club.

That year's season ended with a grand slam. The sailors decided on an "Iceberg Series." The send-off race was an informal affair without benefit of starting gun or flags. Because the majority of the "Eights" flew the DYC burgee, it seemed logical to start the event opposite its dock, which turned the series into river races. The competition was hot, the boys enthusiastic. One of the judges, Chuck McGregor, was so impressed with the series that he put up a handsome trophy.

Hence the 1944 season started with six "Eights" in Detroit and high *esprit de corps*. The seventh boat arrived in May and made her racing debut in the Fourth of July race at the Grosse Pointe Yacht Club. She was *Venture*, purchased by Milt Cross, who still owns *Ardette*, an "R," which he sails whenever hands are short for the bigger boat. *Shamrock* also sailed in the Grosse Point Y. C. race for the first time under her present ownership, the Kerr-Wunsch syndicate, as Ernie Grates had to give his full attention to that beautiful windwagon, *Blitzen*, which he had bought.

The Detroit "flotilla" was completed when Charlie Beck ran down *Conewago* in Chicago, and today it is the nation's outstanding Eight-Metre fleet. Interlake racing adds even greater zest to this dog-eat-dog class. In '44, the Barthel Series was held at the GPYC and sailed in the local Eight-Metres *Thisbe*, *Shamrock* and *Armida*, under the sponsorship of the DYC. The crews from Ontario and Michigan were royally dined and wined — and Clare Udell, of Chicago, lugged home the trophy.

Now, before you run out and buy yourself an Eight-Metre, it might be worthwhile considering carefully the following points:

Do you like comfort? If so, avoid the "Eights." Most of them lack suitable accommodations. *Conewago* and *Thisbe* are mere racing shells, without headroom and with only a bunk or two thrown in as a concession to the rules. *Shamrock* is an exception. She has full headroom in her sizable cabin, which is fitted with bunks and a complete galley. Her racing record proves that she still has plenty of life, despite her weight. But her cockpit, from the angle of comfort, is a horror. She has plenty of deck space, however, and the skipper says that if we must have passengers, "let them strew themselves around the deck."

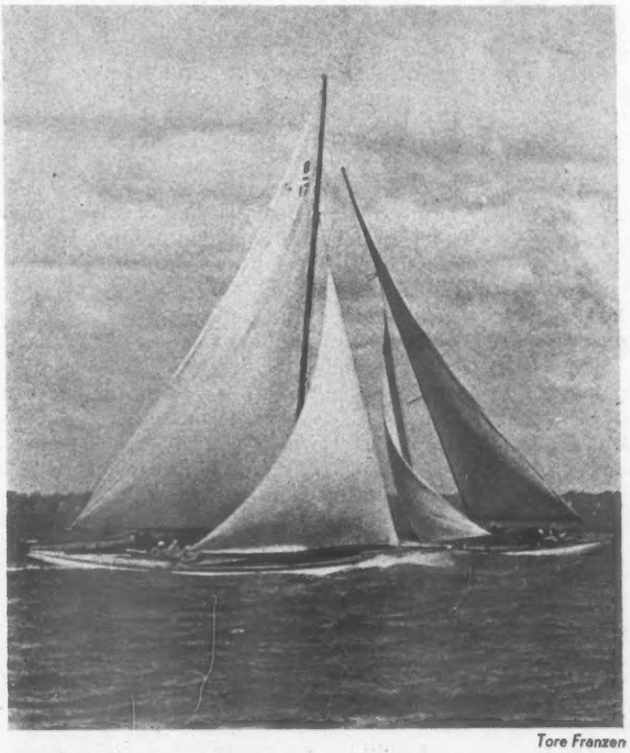
Are you partial to engines? The "Eights" around Detroit are racing machines and do not have power plants. Naturally, the wives do not like this feature but the boys declare that the boats are so easily maneuvered that an engine is not in the least necessary. They say that without them there is less upkeep involved. Then they get a kick out of slipping into their boat "wells" under sail with the arm chair fleet jeering and cheering.

Do you want a yacht to take cruising? You have to know your water extremely well when cruising without an engine in such a rock-ridden spot as Georgian Bay. Also you should have a day or two leeway to make a certain destination when dependent on the wind.

Are you up on your rules? The protest flags have flown thick and fast this past season. In the second to last race of the Barthel Series, with only three boats competing, as many protest flags were flying when the fleet hit the finish line.

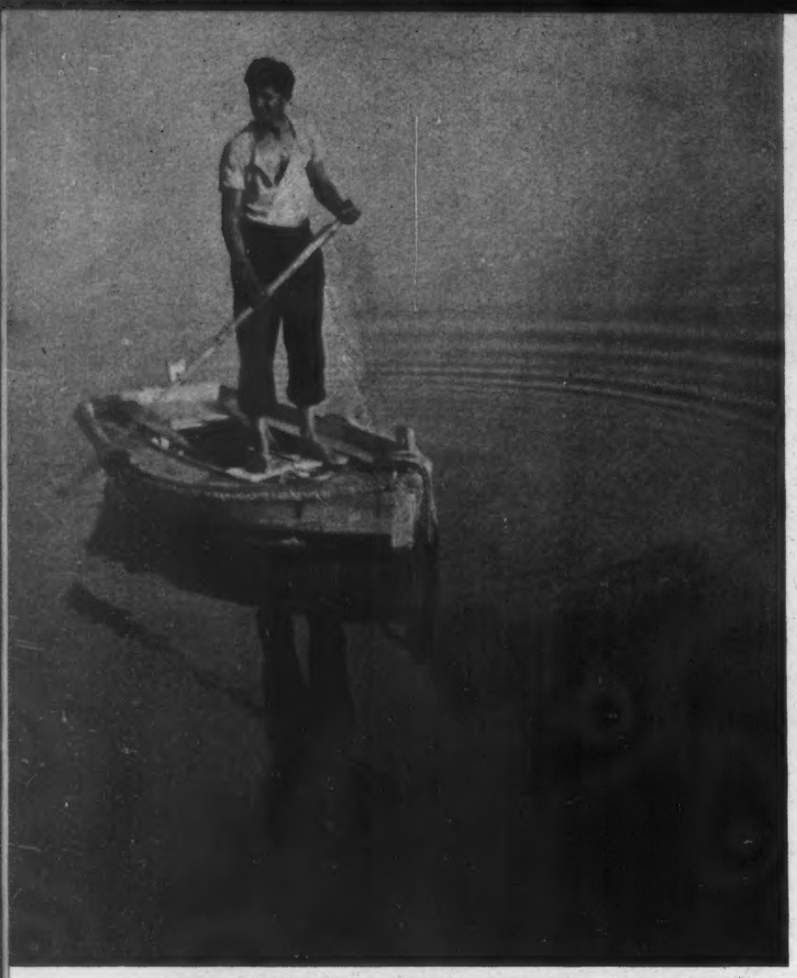
Can you take it? Exposure to weather. Close brushes. Few comforts. Protests, and the inevitable heated post-mortems. If you can, you'll love an "Eight"!

Since this article was written *Warrior* has been purchased by Granville Whittlesey, Jr., of New York, and will be brought back East.



Tore Franzen

"The 'Eights' race boat against boat, which makes for split-second starts and finishes, hair-raising tacks and jibes, and too-close-for-comfort coverings. Some are faster than others, but they are enough alike so that, given a fair break and a good crew, any one of them can win."



The skipper in "Antonio," the idiotic and lovable little dink

"VIVA 'ANTONIO'!"

The Tale of a Dinghy with Character

By EILEEN MORRIS

ANTONIO came from the Spanish island of Iviza. From the little fishing village of San Antonio, where, one spring morning, after his final coat of paint had dried, he was dumped for the first time into the blue water of the Mediterranean. From the beginning he was quite unlike any other member of his family. To start with, his shape was unique, because he had been built specially to fit the deck of the sail boat that was afterwards to be home and mother to him. And, though his dimensions had been carefully laid down beforehand, no one had thought of specifying character, most dinghies having temperaments more or less alike. *Antonio*, however, was different; his character was all his own.

Being attached to a vessel that meandered around the globe, he had an adventurous youth. When I met him first in New Zealand, he had been to Sicily and Naples and the Riviera, across the Atlantic and through the Panama Canal, to the United States and Honolulu, and through the flowered islands of the South Seas. I must admit that at first I was unimpressed; but then his personality was struggling under a handicap, lying face downward as he was, across the cabin roof, covered with sacks. It was not until the end of my first cruise, and we anchored in a small bay, that the lashings were taken off, the sacks removed and *Antonio* fully revealed. He was seven feet long, flat-bottomed so that he would fit under the boom, and had pieces of wood at bow and stern which fitted over the sides of the cabin roof to hold him firmly in place. When he was dumped over the side into his proper element and floating the right way up, they stuck up with the appearance of a little nose and tail and gave him a most impudent and perky air. He was partly decked in, and had little scuppers. You could see at a glance that he was somebody.

"He's a character," said the skipper. "And up to all sorts of mischief."

Antonio, who had been quietly filling up with water all this time, began to sink. "Oh, he'll be all right," was the reply to my startled exclamation. "He always stays under water for a day or so when he's been out for a while. If you just ignore him he'll come up again in due course."

And sure enough, next day *Antonio* condescended to remain on the surface, assisted at the beginning, in moments of emergency, with a bailing can. He had his own leather-bound oars and his freeboard varied from eight inches to one inch, according to whether he was accommodating one or four passengers.

I was new to boats and found out rapidly that his sense of mischief was all the skipper had promised. Being flat-bottomed, he stood up at amazing angles if you didn't stand dead center; if you jumped in carelessly, you usually found yourself performing violent acrobatic feats in an endeavor to regain your balance. The real joy of *Antonio's* life was to hurl someone headlong into the sea. Then he would float serenely to one side with an expression of innocent surprise, as if to say: "Whatever made him fall in?"

He was also rather fond of moving imperceptibly outward when you were standing up in him and lifting some heavy object on to the sail boat's deck, the fun being when you realized too late what was happening and, with a sudden quick movement, he left you hanging desperately to the ship's rail with your feet in the sea.

He was perverse when being rowed, though on a calm day he moved along tranquilly enough, as if pleasant sunshine put him in an accommodating frame of mind. It was on windy days that his behavior became erratic. He would end up at quite a different point from the one you started out for unless you constantly looked round to make sure where he was going. When the wind was really blowing, he refused to face it at all and your best method was to tack, as though he were a sailing ship. After years of association, the skipper understood him and those you understand you can usually handle. *Antonio* felt for him an affectionate respect and, though always on the lookout to take advantage of momentary carelessness, it was only out of an eternal mischievous desire to "see if he could." I was fair game, however, and had many mishaps before I got to know him.

With my arms full of freshly-ironed laundry, I came back one day to where *Antonio* was floating peacefully, looking as though butter wouldn't melt in his mouth. The expression should have warned me; he often looked like that when he was trying to lull your suspicions to rest; but I had had plenty of practice by then and jumped in from the sea wall. Just as I landed, fair and square in the center, but not yet steadied, he slid deftly under the sail boat's mooring line. It knocked me off balance and a moment later I found myself clinging with one hand to the mooring line, with the other to the laundry, both heels in *Antonio* and my stern in the water. *Antonio* was looking amazed. He was still looking astounded when I eventually got myself, very wet, and the laundry, more or less dry, aboard the sail boat. "You little devil!" I threw at him. "Why, whatever can she mean?" said his expression to the world at large.

One of his favorite pastimes was "bumping." It didn't matter where you tied him, which way the wind was blowing or the current setting, after a little *Antonio* would begin bumping — not roughly, just gently and as it were reflectively — against the side of *Te Rapunga*. You would stand it as long as you could and then rush out on deck. *Antonio* would regard you with innocent astonishment as you furiously untied the painter and hauled him round somewhere else, retied him and went below again. He would give you just enough time to get settled and put your mind at ease when . . . bump, bump, b-b-bump, he would begin again, in just the way that somebody would do it who had a half-concealed grin on his face.

But it was towing that really brought out the worst in him. The indignity of being forced to follow, to go where the sail boat went, willy nilly, roused him to impotent rage. It was the only time he got into a really dirty temper. Instead of trailing decorously in the wake as any respectable dinghy would, he resisted with every means in his power. He would rush off at a tangent to the full length of his line, stop short with a vicious jolt as the rope jerked taut, and dive off in the opposite direction. Then he would try sheer stubborn resistance, pulling back with all his might and, suddenly, when that proved useless, plunge forward down a wave and catch the poor old sail boat a violent wallop on her stern. The only thing he didn't try was suicide; he never dived, and such was his Spanish pride that I'm sure this was simply because it never occurred to him.

But there were a few things to be said in his favor (apart from the fact that he had so much personality he was fun to live with) and one of them was that he knew when he was really needed. If there was a blow and bad holding ground, so that it was important to get another anchor out in a hurry, *Antonio* was right with you. Dump a kedge anchor and a heap of chain into his stern in howling blackness, and he steadied at once; he knew the danger as well as you did and he wouldn't let you down. And another of his good points was that he never tried to get loose when you left him moored ashore. He wasn't mean; he didn't try to do things behind your back. You could tie him to a branch or a rock or the root of a tree, and he'd be waiting quietly there when you got back, even if he *had* profitably employed the time in thinking up new ways of amusing himself at your expense.

He took an especial interest in others of his kind. When we were in a frequented harbor, and he was taken ashore, he was sociable to all the little boats along the waterfront, however dirty and broken down, so that it was sometimes quite a job to get him past them to the landing float. It was also noticeable that if there was one dinghy among the bunch called *Sally*, *Antonio*, no matter where he had been tied, was always to be found upon your return nestling alongside and whispering Spanish nothings in her ear. He wasn't handsome, but a merry vagabond is always dear to the feminine heart; *Antonio* knew he looked funny and he didn't care a hang, so he was irresistible.

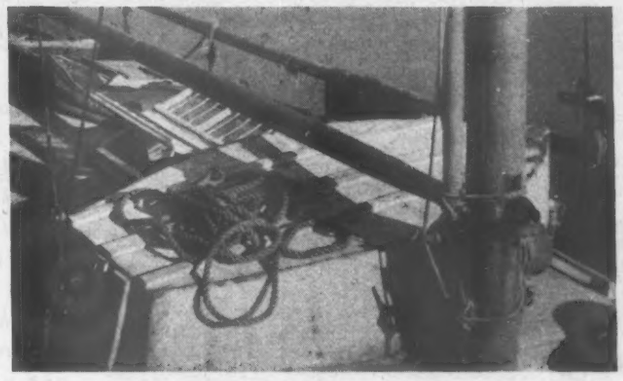
Once we fitted him up with a mast and sail and a small centerboard, and he looked funnier than ever. He was rather unsure of himself for a while, until he found he could go where he wanted even better than when being rowed, and used to tack haphazardly all round the harbor visiting whatever places looked interesting.

He was indignant when in Tahiti we turned him into a ferry but soon discovered that this had advantages of its own. We were moored with a bow anchor out and stern lines to the shore; *Antonio* had long, light, ropes fast to his nose and tail, the other ends of which were attached to ship and sea wall, so that we could jump into him and pull ourselves to and fro. Thanks to trusting strangers, he could indulge his favorite pastime to his heart's content. He deposited in the sea Chinese youths, French-Tahitian girls, a small party of Germans, and the steamship company manager's wife. We reached the stage where we would rush on deck as soon as we heard a hail, to shout that we were coming over. But more often than not our visitor, seeing *Antonio* floating tranquilly below him, would call back smilingly that it was quite all right and step down, while we covered our eyes and awaited the worst. We were seldom disappointed.

The Marquesas were even better, for in Ua Huka *Te Rapunga* lay well out at anchor and we used to have to go ashore through the surf, wearing bathing suits and carrying our clothes wrapped up in oilskins. What fun! *Antonio* had a high old time emptying us out all over the beach, submerging suddenly with a giggle and scattering oars, canvas shoes and floor gratings as far and wide as possible.

Unfortunately this life, however entertaining, was not good for his constitution. By the time we arrived in Canada, *Antonio* was in bad repair; he had been wandering round two oceans for the past six years — and looked it. The question came up as to what should be done. "What about starting again with plywood?" suggested a friend. "It'll be just as easy and almost as cheap to build a new dinghy altogether as fix up that old one you've got there. Look at him. Besides, he's far too heavy; must be a perfect curse to get on board." We gazed at him in amazement. Did he realize what he was saying? Give up *Antonio!* Get an insipid new dinghy that was just like any other dinghy, that would go where he was told and never try any tricks, that would wait for your other foot when you got in and have no mind of its own? Besides, our friend, *Antonio!* After all he had been through with us — *and* all we had been through with him!

(Continued on page 90)



Above, his shape was unique, because he had been specially built to fit the cabin roof of "Te Rapunga"

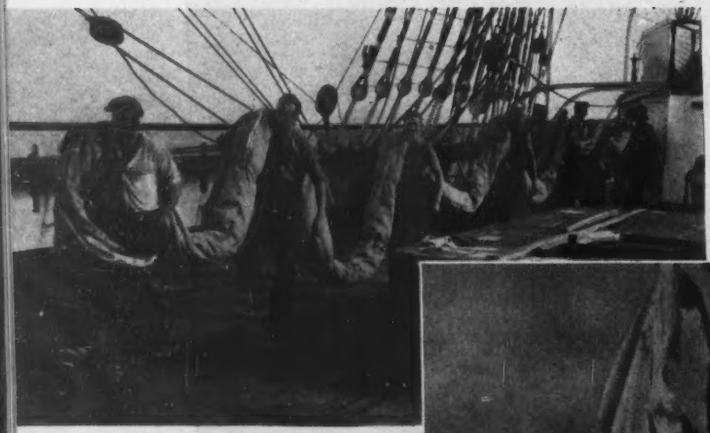
Above, refreshed and renewed and adorned with short bits of hose below the gunwale which looked like a festoon of sausages

Above, he had pieces of wood at the bow and stern which fitted over the sides of the cabin roof to hold him firmly in place

Strong backs provide power for the capstan, but a bucko mate would never allow anyone to be ornamental — even if he could fiddle a chantey!

The great wind ships are all but gone. In the years before the war, the famous grain races saw as many as 19 sailing vessels competing in the run from Australia to England. Here are scenes aboard one of them, the four-master "Pamir"

ABOARD A WIND SHIP



Above, left, going aloft to stow royal and to'gal'nts'l. Upper right, rolling up the main course

British Combine Photos

Above, lighting along a spare topsail preparatory to bending. Sails are replaced frequently on a long voyage. Right, all that remained of a blown out topsail. In fine weather all the ship's canvas which is not in use, ranging from the heavy weather sails to the tropical "rags," is given a careful going over on deck

Above, a long pull and a strong pull! Bowsing down the maintopmast staysail sheet. In recent times, sailing ships have been manned by short crews. The ships are old; experienced hands are almost unprocurable, sails and gear must be carefully handled. Carrying away a few yards or blowing out sails may mean a losing voyage

MARCH, 1945

SAGA OF THE SEA COW

There's Nothing to Compare With Your First Boat, Even if She Wasn't a "Gold-Plater"

By W. H. WETHERBEE, *Lieut. (jg), USNR*

Weeks of lazy sailing followed as we poked from island to island

WHEN my wife and I moved to Maine in the fall of 1939, we were determined to spend the following summer sailing around the Maine coast. One of the biggest advantages of teaching is a long summer vacation during which most pedagogues either work or improve their minds. We were resolved to do neither. We had plenty of leisure to look forward to and planned to make the most of it. There was only one serious drawback to our plans; the fact that our exchequer continually ebbed around rock bottom. On a university assistantship, we had to stretch things to make sure that the grocer and the landlord received their full due. And yet — we were still determined to spend our summer afloat.

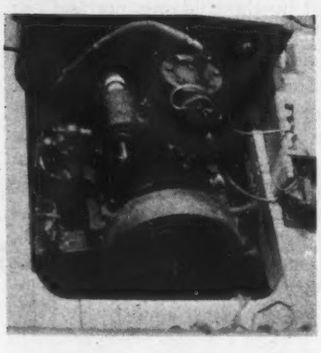
Throughout the long Maine winter, our every day off was spent in hitch-hiking sorties to the numerous small yacht yards located around Penobscot Bay. This was our first and biggest mistake. The amount of money we had available wouldn't have made a small commission for a moderately respectable broker, but in our blind and undaunted faith we felt sure that we would finally make connections if only we kept trying. Time after time we almost settled for a likely looking Snipe or other small craft but the dogged determination of the ignorant kept us hoping that some day we would find a cabin job which would make a comfortable summer home at a price we could afford to pay.

The day we finally noticed her was another "almost bought a Snipe" day. A dim flicker of hope decided us against the Snipe and, as night was approaching, we started thumbing our weary passage up the snow-covered highway. A long pause between rides caused us to cast our eyes around the landscape out of sheer boredom. We had passed this very same spot dozens of times in our travels and had noticed nothing of interest. This time we saw a trim spoon bow poking out from behind a weathered fish house down on the flats. Then we saw a slim mast reaching skyward beyond the dilapidated shingles of the fish house roof. Late as it was, we couldn't help walking down the hill for a look at her.

As she lay, she was not so pretty. Black and gray, Down East paint that covers a lot of sins, covered her from stem to stern. Through the checks and cracks we could count the colors of at least a dozen previous paintings. But she did look able. She was 24 feet over all with 7 feet 6 inches beam. We could see a good big cockpit and a cuddy that was, as her owner, Cap'n Jeff, said, "just big enough for a single man and his wife." A diminutive Charlie Noble poking through the cabin top gave evidence of potential warmth and cookery. Before we ever climbed aboard we asked her price.

"You can have her as she lays for just a hundred dollars," came the laconic reply.

A hundred dollars! Our hearts leaped! Here was a man we could talk to. A flood of questions came pouring from our mouths. Assured that she was fully found; that her canvas, even if mildewed and gray, was fairly sound and all present; that she had at least two anchors; and that the engine really ran,



A venerable "one-lunger" reposed snugly in the center of the cockpit

we made a bargain and the little sloop was ours. All she needed, we were told, was a few dollars worth of running rigging, and new canvas on the cabin top, and she was all ready to go.

Being the kind of sailors we were, power was a necessity. We were somewhat skeptical of the venerable Knox "one-lunger" which reposed smugly in the center of the cockpit but our doubts grew into supreme confidence as our acquaintance grew.

Our first worry was how to make her look like a yacht. She had been built for a pleasure craft in the distant past but years of wood hauling and fishing had left their mark. She needed scraping first of all and this job we eyed with terror. It would have taken the two of us many, many days to do it by ourselves. The answer was found in the response of many enthusiastic friends to an invitation to a sail "some day" in return for a few hours of applied Norwegian Steam (which practice, we later discovered, is universal and time honored). Accordingly, all hands embarked early one Sunday morning for the bay town in which the little vessel was berthed. We were fully equipped with picnic lunch, more than a little beer, and all the scrapers and blow torches that we could borrow or steal. Before the sun went down on that eventful day, she lay in her cradle with every plank from keel to gunwale showing nothing but bare, sanded cedar. A tired and paint-bespeckled crew went home that night, satisfied that a job was well done.

Another enthusiastic friend donated an old tarp which, when laid and filled with waterproof glue, served to keep her cabin dry as a bone for the two years that we had her.

Since we were now not only yachtsmen but owners as well, we decided that nothing but the best would go into our beautiful craft. The budget was stretched and about thirty dollars worth of fancy yacht paint was acquired. Here again was more enthusiasm than judgment for, though we never got down to the kerosene and whiting stage used by some of the shore people, we found we could paint her from keel to truck with a fairly good grade of paint for no more than five dollars. Putting that first paint on was a lot of fun, though, and after a lot of serious discussion on the matter we came to the conclusion that we would probably do the same thing again. Anyway, she sure did look fine. Her lines were not so bad and when she was decked out in yacht white with buff decks and maroon trim we wouldn't have sold her for a thousand dollars!

A small skiff had been thrown in for a tender but, as she was a little on the "tender" side and pretty heavy to boot, a new one was built from some two and one half cents a foot waterproof plywood purchased from a mail order house. *Little Bull* was seven by four feet with a 15-inch freeboard. She would carry four people in a calm, three in a moderate sea, and at night could be hauled athwartships with no strain or pain. She weighed about 60 pounds and cost about $15 to build. Being glued together, she did not dry out and leak as most ordinary skiffs do and thereby was quite comforting.

A name for the sloop was our next problem. She had a Down East "family" name which we felt should be changed. Her generous beam was the deciding factor. I was all for calling her *Sea Cow* but the first mate objected on the grounds that said

Left, her lines were not so bad and, when she was decked out in yacht white with buff decks and maroon trim, we wouldn't have sold her for a thousand dollars! Right, there was still lots of work to be done

name was not quite "yachty" enough, so we compromised on *Manatee.*

Came the great day, the day of launching. A true State of Mainer would never think of a "dry" launching so the budget was stretched again, this time to provide an ample ration of grog for all hands. (Give sailors their grog and there's nothin' goes wrong.) The enthusiasm of our helping friends had long since dwindled (another universal and time honored custom), but by this time we had become acquainted with most of the people on the "Flats" and the community spirit of the Down Easters came to our rescue. With much tipping of grog jugs, four boats were put in the water that day. When *Manatee's* turn came, her cradle was hiked up on rollers and, with a little pry here and a little tap here, she was eased down just as though she were on the smoothest of railways. Lines were run to the dock, the cradle was properly weighted, and there was nothing more for us to do but wait for flood tide. There we sat, almost holding our breath, until the tide flooded and she was waterborne and could be warped over to the pier.

At last we were afloat. Of course, there was still lots of work to be done — sails to be bent, gear to be stowed — but she was afloat and she wasn't sinking. We didn't pump even a bucket of water out of her that first day! Louis, Cap'n Jeff's youngest boy, our patient instructor during those first few hectic days afloat, jumped into the cockpit, made a few mysterious adjustments on the Knox, gave the flywheel a flip and was rewarded with a lusty, full throated chug-chug-chug and a cloud of winter-storage debris from the exhaust.

I have heard Down Easters say that they wouldn't be afraid to stand under a Knox engine that had been dropped from the sky, because they knew it would stop before it hit them. Ours must have been a different breed. Of course we had to file points once in a while but never did she fail when the going was really tough. She was a little balky at starting at times, but she'd always go on the first clip when my poor seamanship had put the land too close to our lee. And there are a couple of coasting schooner captains who are in our debt for towing services rendered against a head tide.

By this time *Manatee* had cost us about fifty dollars more than our hundred. We had no summer employment lined up and the financial situation was looking black indeed. It looked as though we were doomed to live on clam chowder and haddock until I was offered a small stipend for teaching one course at summer school. Even this did not make matters come out right, so we got our heads together. The following reasoning ensued: We were paying something over thirty dollars a month for an apartment. Apartments were scarce. Ergo, why not sublet the apartment and move aboard *Manatee?* What better way of having your cake and eating it, too?

By the time school was out and the summer session started we were well squared away on board and salty as could be. Housekeeping aboard the sloop proved only slightly more complicated than week-end cruising. *Manatee* had a fine little wood stove in the cabin, make unknown. It had no oven but the whole front opened like an old fashioned Franklin and so, for the trouble of having to rig a jury oven, we were rewarded by the privilege of being able to lounge before our own fireplace on the chilly Maine evenings. A tin ice chest, originally purchased for beer, proved equally capable of the meat and butter stowage problem. *Manatee's* water was carried in several old stone jugs and a sweeter drink never came from any vessel's tanks. They could be rowed ashore for filling. A galvanized pail was really utilitarian and a sanded wooden seat made it a lot more comfortable at times. A tarp slung over the main boom made the cockpit private and furnished shade and shelter as well. Our only complaint was the lack of salt water under the keel for, to have access to work, it was necessary to moor at Bangor. This complaint rectified itself automatically, however, for every Friday as soon as class was dismissed the mooring just seemed to slip itself and *Manatee* would head down "Bangor" River for a week-end in the bay.

Going up and down the river, we invariably had a head tide, so old Gilhooley, as the Knox became known, came to our rescue. He would push us down to the bay in about five hours and use three and a half gallons of gasoline for the 30 miles. Once we had sea room on all sides, Gilhooley was never "tickled up" except for a tough docking or other emergency. Sunday night he would push us back up the river, ready for Monday morning classes.

The great day of the summer came when school was finally over and we cast off for an extended cruise. Weeks of lazy sailing followed as we poked from island to island, dropping the hook when day was done and getting her duds on in the morning when we got darn good and ready. September brought school again but found a couple of die hards aboard the *Manatee.* It was a little on the chilly side but we were by no means ready to secure. In Maine, when the summer people go home and the dogfish go offshore, it's time to haul out and snug down, but we stayed aboard until we could practically walk ashore on the ice. When we were finally persuaded by the cold weather and our worried friends, we moved back to the apartment and settled down for a winter of planning and dreaming.

We had one more summer with *Manatee.* We had saved our pennies and planned (again) to spend the whole three months just cruising. Alas — fate deemed otherwise. Help was so scarce in Maine the summer before the war started that we just couldn't keep out of work. Everywhere we went ashore, someone begged us to help them. Finally, in self defense, we shipped as crew on a cruise schooner where we could work and sail too. *Manatee* lay at her mooring all summer long with only an occasional Sunday jaunt to liven her old bones. When the party

(Continued on page 86)

FIRE—THE SEA'S GREATEST HAZARD

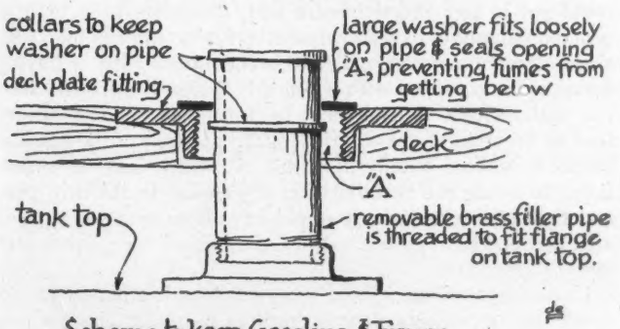
Some Suggestions Regarding the Prevention of Fire or Explosion

By W. H. de FONTAINE

FIRE aboard a yacht may be the result of any one of several causes, but the most serious fires occur where gasoline is present. The fire may have started elsewhere but when it reaches the gasoline it is usually too late to do anything but abandon ship — if you can. One of the most dangerous periods is during, and just after, refueling. As the fuel pours into the tank, the highly explosive vapor which has been trapped within is forced out. The smallest spark from static or cigarette could touch off a fine explosion at that juncture. Gasoline vapor, being heavier than air, will flow out of filler pipe and vent tube and seek the lowest spot available. If the companionway is open it may well find its way into the cabin where it will, perhaps, lie in wait until someone strikes a match or comes below with a lighted cigarette — then stand by for trouble! As a precaution, it is well to keep doors, hatches and ports closed while taking on fuel; also, of course, the fire in the stove should be out and there should be no smoking in the vicinity during the operation. When fueling from a gasoline hose, it is extremely important that the nozzle of the hose be kept in contact with the filler pipe on the tank. Failure to observe this precaution might cause a spark from static electricity which would blow you and your boat into the hereafter.

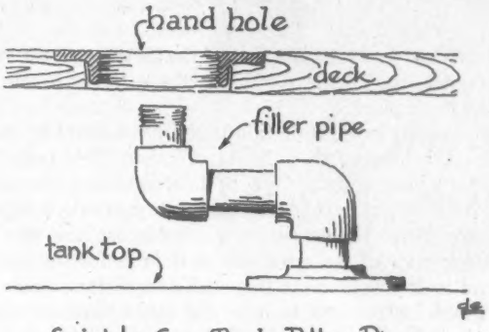
If the gasoline tank is improperly installed so that the fumes forced out by the entering fuel do not exhaust above decks but find their way into the bilge, then you had best keep a hatch or ventilator open, both forward and aft, in hopes that the circulation of air will carry off the dangerous gases. I can recall two tank installations in boats aboard which I have sailed quite extensively which were, in my opinion, really extremely dangerous. Each boat was the product of a well-known designer, was built in a yard with lots of experience and each owner knew that the installation was dangerous, yet they went on year after year in the sublime belief that "it can't happen here." One was of the type described above, where the filler pipe did not reach to the deck, but stopped short at the tank top, which was about six inches below the deck, and where the filler cap was a fine big brass deck plate, about five inches in diameter, soldered to the tank top. This plate was wonderful as a clean out hole but as a filler cap it was really dangerous, as it permitted all the fumes to find their way into the hull. This situation could have been overcome by the simple device shown in the accompanying sketch.

The second case was the fault of a former owner who was, I believe, tired of living. I cannot charge either the designer or builder with such a horrible monstrosity. The tank, of the


collars to keep washer on pipe
deck plate fitting
large washer fits loosely on pipe & seals opening "A", preventing fumes from getting below
deck
"A"
tank top
removable brass filler pipe is threaded to fit flange on tank top.

Scheme to keep Gasoline & Fumes from getting below decks

automobile type (probably salvaged from some junk heap) was oval in section and long and rather shallow in proportions. That wasn't so bad, but the installation was a horror. In the deck there was a large deck plate but the filler hole in the tank did not line up with it by at least five or six inches, so the character who made the installation overcame this obstacle by making a pipe connection consisting of three nipples, two elbows and a pipe cap, as shown in the sketch. This brought the filter pipe under the hand hole all right but allowed the fumes to



Suicide Gas Tank Filler Pipe
(when gasoline runs over the tank is full)

fall into the bilge and, of course, made it impossible to use a measuring stick to determine how much gas was in the tank. We frequently filled the tank while under way, from five gallon cans which were carried on deck. A huge funnel with a fine mesh screen was used, its end poked down into the filler pipe. Oh yes, the vent tube also exhausted into the engine compartment. No half measures there!

Of course, we always tried to keep track of the hours run and the consequent fuel consumption but it never seemed to work out any too accurately. The result was that we would fill 'er up until the gas suddenly ran over into the bilge. There was usually enough gasoline in the funnel so that, try as we would, a lot would get spilled about on deck and some, of course, ran below. To add to this tale of horror, the engine compartment was sealed off from the rest of the boat so thoroughly that there was no ventilation whatever except when the hatch cover was off. The owner of this packet entertained the notion that an accumulation of water in the bilge kept it sweet, so there was always a foot or so of stinking, oily water (usually covered with a thin veneer of gasoline) trapped at the forward end of the engine room. As I said before, there was no ventilation whatever in this compartment when the hatch was closed, so the atmosphere below on a hot day was steamy with moisture; consequently the engine was usually damp from condensation. Everyone knows, I suppose, that high tension electric wiring tends to spark, and spark plugs to short, when they are damp. Can you imagine a finer set-up for a trip to kingdom come than that closed space, reeking with gasoline fumes and a sparking ignition system? I sometimes wonder how I survived to write this account.

This situation was cured by the installation of a new tank by a yard that knew its business. The filler pipe now came to the deck and the vent was outboard so the possibility of either raw gasoline or fumes getting below was eliminated. In addition, a couple of adequate ventilators were installed at the forward end of the compartment, with large ducts leading all the way down to the bilge. These ventilators faced forward while another pair,

Elco Naval Division

Dirty bilges are a real fire hazard. "Dirt" may include shavings and sawdust which found their way aboard during construction, and should be cleaned out prior to launching. Elco uses a large vacuum cleaner for this important job

located well aft, faced aft and sucked the air through the system. Consequently, the engine room was thereafter a much pleasanter and safer place.

Another damn fool installation that I have heard of was in a power boat belonging to a friend of mine. This boat had a gasoline tank 'way up in the eyes of the ship with a filler plate on deck above it. Right next to the filler plate was a deck fitting for a ventilator. When the ventilator was not in use, this was closed with a deck plate of the same size as the one for the gas tank. My friend took possession of this craft at a distant yard, where he had given instructions to have the tanks filled in readiness for the trip to his home port. He first stepped aboard on a warm summer evening and went below, intending to strike a match. Fortunately, he smelled the odor of gasoline before doing so or that might have been his last act before boarding Charon's ferry. What had happened was this: the boss had told one of the men in the yard to fill up the tanks, which he had proceeded to do. He did the job in the dusk of the evening, however, and did not notice that there were two deck plates forward. You guessed it. He removed the wrong plate and poured 25 gallons of gasoline into the bilge. It seems incredible but it happened. Here the lesson to be learned is never to locate gasoline filler plates where they may be mistaken for something else. As an added precaution it is well to use a plate which has the word GAS (or WATER, as the case may be) cast into its surface.

A tale of fire and explosion that happened to another friend occurred as a result of tiny pinholes developing at the upper part of a thin, galvanized iron tank. It is generally accepted as a fact that galvanized tanks tend to corrode near their tops, in the area that is alternately exposed to gasoline and air.

My friend and his wife were cruising the Maine coast and had lain the night in one of the innumerable quiet coves that bless that part of the country. They cooked breakfast on the Shipmate, using a wood fire, and allowed the fire to go out when the meal was over. The weather was fine and a lusty breeze was kicking up quite a sea outside. When things had been put to rights below decks they decided to go out for a sail. After several hours of plunging about, while the gasoline in the ship's tanks was, of course, sloshing around madly, they decided to run back to port for the night. Here, after letting go the hook and tying up the sails, the skipper went below to see about getting the fire going for supper. He was greeted by the odor of gasoline, however and, being a thoroughly experienced sailor, immediately began to investigate.

He told me afterward that when he lifted the floor boards there was a thin film of gasoline on top of the bilge water, although he could find no evidences of any leak around the carburetor. The line from the tank had been shut off when the engine was last stopped, but further search disclosed dampness along the upper portion of one of his gas tanks, just below the soldered joint. Here he discovered a number of small holes that had corroded through the metal, allowing the fuel within to squirt all over the place when the boat was in violent motion, yet causing little or no trouble in normal circumstances. That was the cause of the leakage.

Naturally he wanted to clear out the gasoline in the bilge so, after making sure that the fire was really out, he took up a floorboard and commenced to sponge the boat dry. Whether there was still a smoldering ember in the stove or whether the spark was caused by static electricity will never be known, but there came an explosion that blew the owner away forward in the cabin, literally burned the hair off every exposed portion of the anatomy of both himself and his wife (who was standing in the companionway) and started a fire that was soon beyond control. Fortunately, they both managed to get on deck, whence they were rescued by some fishermen who were near by in a dory.

If there is anything to be learned from this experience it seems to me to be that it is not to have thin, galvanized sheet iron tanks installed aboard any boat of yours. Heavy gauge, galvanized iron tanks, if properly made, with riveted and brazed or welded joints, and with proper baffle plates, will last a long time, particularly if they are hot dip galvanized *after* being built. Copper tanks are non-corrosive but, unless tinned on the inside, will cause sludge to form in the gasoline. Monel metal tanks are excellent, but expensive. There is a good chance that we will see tanks formed of such plastic materials as Koroseal, or some of the other synthetic rubber compounds, when the war is over. These will have a number of advantages, including easy removal for inspection or repair.

Bill Taylor, in a story in YACHTING in July, 1931, described how a boat of his caught fire from a spark of unknown origin which ignited gasoline that had been pumped into the bilge by an automatic, electrically operated, fuel pump. It seems that his motor stalled for some undetermined reason; while he and his crew were working to get it going again, they had neglected to throw off the ignition switch. The automatic fuel pump was, therefore, pumping fuel through the carburetor and, there being no drip pan, into the bilge. As this boat was well ventilated there was little odor of gasoline although the bilge, as subsequently developed, was well filled with the fuel. There being little odor and, therefore, believing that not much gasoline had leaked out, the starter button was pushed and the motor responded with a feeble kick. This was repeated and the third time there came a flash, a roar and a puff of smoke. The gasoline lying on the surface of the bilge water soon vaporized from the heat of the fire and the vapor quickly permeated between the ceiling and the planking, causing the fire to spread rapidly in every direction. Two hand extinguishers were aboard, one new and one refilled. The first was soon exhausted and the latter jammed when half empty. The fire was now out of control and the boat had to be abandoned. Before the shipwrecked mariners had gone far there came a flash and a roar and the boat disappeared for good.

There are a number of lessons to be learned from this disaster. First is the advisability, if you have an automatic electric fuel pump, of having it so wired that if the motor stalls the pump will stop automatically. Next is the revelation of how ineffective a couple of small hand extinguishers can be when the fire gets a good start. The very ventilation that kept the bilge so clear of fumes also carried off the carbon tetrachloride gas before it could get in any effective work and, of course, brought in a generous supply of oxygen, without which no fire can long continue. Most important, perhaps, is the advisability of having every motor equipped with a properly designed drip pan. Had one of these items of equipment been installed, the chances are that no fire would have occurred, as the presence of the gasoline would have been readily apparent. At worst, had the owner failed to notice the accumulation of gasoline in the drip pan, and fire had broken out, it would have been confined to that area and not have gotten out of hand behind every bunk and locker in the boat.

Under the new Motor Boat Law of 1940, every marine motor must be equipped with a proper backfire trap, a provision which will doubtless save a lot of lives; had Bill Taylor's motor been so

(Continued on page 92)

HOW DOTH THE BUSY LITTLE "SEA-BEE"?

A Progress Report On a New Postwar One-Design

By FLOYD E. GEORGE

IN THE designing of *Sea-Bee*, the plans of which were published in YACHTING (page 50, December, 1943), the writer was endeavoring to contribute his bit toward small boat sailing in the postwar era. I was not anticipating any marked or widespread interest, at least for the duration. However, the ink on the issue of YACHTING carrying the plans was scarcely dry before I began to receive requests for plans and specifications and information regarding the boat's performance under sail.

As boat No. 1 was just emerging from the blueprint stage at the time, it would have been going a long way out on a limb to attempt to answer some of the questions. In the meantime, however, the first boat has been completed and given a shakedown, plans have gone out to many centers of small boat sailing in the U. S. A., Canada, the Argentine, and one boat in Honolulu. So perhaps a brief account of the building of the first of these little packets, and of her performance to date, will be of interest.

One point which was stressed in the article which accompanied the plans was that we had endeavored to produce a design which would be fairly simple and economical to build. It is gratifying, therefore, to report that we found the hull construction of *Sea-Bee* even less difficult than some of the straight-sided V-bottoms being turned out on a production basis in prewar days. Framing was a comparatively simple job and planking, with the exception of the lower side plank at the turn of the bilge, went on in straight, full length strakes, without the loss of a single one through breakage or splitting. We made a butt in the bilge plank, to conserve material and to get the curvature for this strake out of a ten-inch width of lumber. I can see no serious objection to that.

An interesting side light on the planking job is that in spite of the fact that *Sea-Bee* has about seven inches more beam and is several inches deeper than some of her popular prewar sisters, we found that it required but four inches of additional planking width (two inches on a side). And, while the double chine (double knuckle, as the old-timers knew it) is far from new, this type of construction offers perhaps the simplest method of achieving a maximum in roominess, good looks and good sailing lines from a given pile of boat lumber.

The little boat points high and shows a good turn of speed on all points of sailing in either light or heavy going. Rigged just as designed, she is one of the most perfectly balanced boats that I have ever sailed. In the lightest of weather she shows several degrees of lee helm but this disappears as soon as there is wind enough to fill the sails and, in a reasonably steady breeze, she literally sails herself with the helm amidships. In any puff of sufficient strength to present the possibility of a dangerous knockdown, she will luff herself out of danger unless made to take it beyond all the dictates of good judgment.

Any skepticism originally expressed as to the innovations in the method of handling the jib has been quickly converted to enthusiasm in all who have had an opportunity to sail her. Down wind in weather so light that the conventional jib, set on the forestay and held outboard with a whisker pole, collapses of its own weight, *Sea-Bee's* jib, set as a spinnaker, can be played to catch the lightest cat's-paw; in a breeze, it pulls like a draft horse. In turning to windward, if the jib is adjusted to narrow the slot between jib and mainsail to the point where there is marked evidence of back pressure well back along the lee of the main, and then both sails are trimmed until the ripples all but disappear, the boat responds, as a horse to the whip. On a reach, or with the wind on the quarter, we all know the advantage of a sail with considerable draft. On these points of sailing the ability to haul the luff of the jib a few points to windward, gives added fullness and a lot of extra drive to the fore triangle.

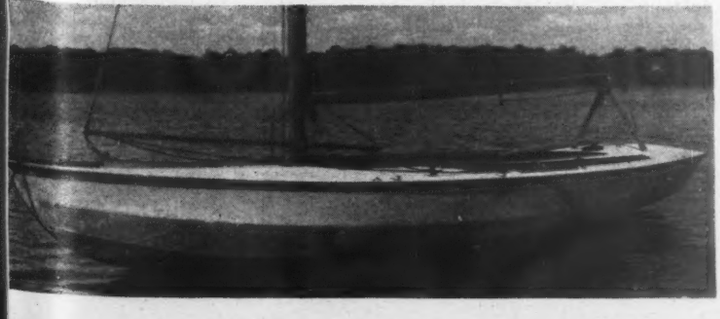
"Her ability to carry a load without killing her speed has made 'Sea-Bee' one of the most popular boats in the sailing fleet at Grand Rapids."

I have received numerous inquiries as to how *Sea-Bee* stacks up in competition with boats of this or that class. Thus far, no serious attempt has been made to race her officially. I believe that I can best answer such questions by attempting to give a brief cross section of the fleet in which *Sea-Bee* has been receiving her initial workout. Here at Grand Rapids, we have one of the finest representative fleets of small boats to be found anywhere in the country. Our local millpond boasts one of the largest fleets of inland lake scows in the country, a fine group of the Alden-designed Class X dinghies, and a Snipe fleet which a year ago gobbled up most of the district honors by taking four firsts in five starts at the district meet. Along with these boats is a sprinkling of Comets, Crescents and Sea Gulls to round out a total of well over 100 sailing craft. Even in such impressive company, *Sea-Bee* has sailed well up with the best of them and, at the close of her first season, is conceded by most of the unbiased to be one of the best all around boats on the lake. We have sailed her hard, even to the point of capsizing her twice, without damaging anything but the skipper's reputation. Both of these upsets were completely excusable and in neither case was the boat herself in any sense at fault. The first one came when the jib sheet (of war-time "manila") jammed in coming about in heavy weather and shallow water. We missed stays and were caught aback before we could clear things; this can happen to anyone. On the second occasion, sailing alone, the skipper had his weather eye on a passing boatload of feminine pulchritude and his poor eye on the weather and — well, as we grow old, our sins do manage to catch up with us.

As an afternoon sailer, *Sea-Bee* certainly has the edge on most of the older boats of anything like the same length. With her

(Continued on page 92)

The double chine construction produces a roomy hull with efficient sailing lines. She is 15'6" over all



U. S. Coast Guard Photos

"There was something in the wind. Stretching as far as the eye could see was a vast armada of cargo ships, transports, cruisers and destroyers. The third repeater pennant flew continuously as officers attended one conference after another."

THE FIRST TO GO IN

The Combat Report of the First Coast Guard Vessel to Enter Philippine Home Waters

By ARNOLD R. MOYER, *Lieut. (jg), USCGR*

THERE was something in the wind other than the red dust of New Guinea. Small landing craft were twisting their way among the cargo ships, transports, cruisers and destroyers which were in the harbor to disgorge their cargoes of personnel and supplies. An occasional high speed launch, carrying officer messenger mail, would dart between them and draw alongside. The third repeater pennant flew continuously as commanding officers departed their ships to attend one conference after another. In the wardrooms little knots of officers pored over operations plans. On deck the crew feeling the increased pulse of activity, hurried to store ammunition, commissary stores and prepare the ship for sea. Inquiring glances passed from one to another. Scuttlebutt ran rampant. Officers were confronted with questions of: "Where are we going?" "When do we leave?" "How is it that we are assigned to a Destroyer Division?" The answer was uniform and evasive. "This is a real assignment. The captain will tell you about it as soon as possible." All this was the morning of the day we sailed.

At 1420 we hove in to a short stay. At 1430 we weighed anchor and stood out of the bay to rendezvous with our task group. At 1500 the captain spoke over the P.A. (public address) system. "Men, this is the assignment we have waited for. Our destination is Dinagat Island, Philippine Islands. Today is A—8 day. We will arrive there at dawn the morning of A—3 day. A-day will be October 20th. We are traveling with speedy company and carry the burden of a difficult mission with us. Our operation must not fail. On it depends the success of the entire Philippine invasion. Not only will we be the second surface combat vessel of the allied navies to enter Philippine home waters, but we will be the first Coast Guard vessel. Our record of previous invasions earned this assignment for us. I am confident that with every man doing his part, remaining calm, and paying strict attention to orders passed by the officers, we shall successfully complete the mission and be a credit to our Service.

"We took visual bearings and opened fire simultaneously with the ship ahead."

"Shortly we will rendezvous with our task group. It will consist of destroyers, frigates and medium cruisers. Prior to A—3 day we shall be joined by DDs and DMSs (destroyer type high speed mine sweepers). Our group will land assault forces composed of elements of the Ranger Battalion, together with their supplies and equipment, and support the landings by close gunfire to destroy enemy installations threatening safe entry into Leyte Gulf. Our greatest danger will be from the heavily mined areas in this entrance. After the landings we must collect hydrographic data on the waters in this area and form a part of the Harbor Entrance Control necessary to guide heavy units of the main attack forces safely through the mine fields on the night of A—1, A-day and until such a time as the entire area is reported swept free of mines. In the next few days I want every man to discuss with the officers the part he will play. If he has any questions, ask them. Learn the plan until you know it by heart. This is our job. We can do it."

At 1558 we rendezvoused with the task group and assumed our screening station. The next day was Friday the 13th. Late in the afternoon the barometer commenced to drop. The wind increased and a sea started to build up out of the northwest. Routine work was carried out. Automatic weapons were test fired. Saturday the barometer rose and the wind diminished slightly. By this time a fair ground swell had developed.

Early Sunday morning we made contact with fleet oilers at a prearranged point and proceeded at slow speed while various units of our group fueled at sea. The barometer fell again. The wind rose. A beating rain made this a ticklish job. Additions to our operations plans were received aboard from the flagship *via* the line passing method. Weather reports were received indicating heavy weather ahead. All gear was re-secured and the hatches battened down. During the late afternoon the last ship finished taking on fuel. At dusk the storm struck. The wind picked the tops off the seas. The rain slashed across the open bridge. An occasional sea would come over white and deposit itself on the bridge 40 feet above. The ready guns' crews clung to their mounts. Through the driven waters we could see the destroyers making rough going of it. We congratulated ourselves on the generous flare, beam and seagoing characteristics of our frigate.

Below in Combat (Combat Information Center), where operators pored over their gear, we could feel the tremors ascend clear to the main truck with each successive plunge into the seas. We cast fervent glances skyward, hoping it would be with

"As we rounded the point we continued to strafe the beach with salvo after salvo in rapid, continuous fire"

us in the morning. Surplus ammunition, lashed on deck to meet the requirements for the shore bombardment the next day, came adrift. Men went forward to secure it. Suddenly we realized we were entering the periphery of a typhoon. Shortly after midnight the captain came into Combat with a forced smile on his face and heavy eyes indicating his lack of sleep. Below in the sick bay the doctor was about to perform an operation for acute appendicitis. One of the gunner's mates had had an attack earlier in the day and it had been hoped the operation could be forestalled until we reached the quiet waters of Leyte Gulf. No more delay could be made. The operation must start at once.

Word was passed from the flagship to increase to full speed. The barometer dropped further as the wind hauled to about one point off the port bow. At increased speed the ship steadied. The captain left for the sick bay. At 0315 he returned happy to the point of tears. The operation was successful and the patient's condition good. "You know," he said, "I was as much worried about the doctor. This is the first real blow we have had that he hasn't been seasick. He and his team did a wonderful piece of work."

At dawn we were 14 miles east of the entrance to Leyte Gulf. The wind slackened slightly. Without hesitation the group was deployed for the attack. The DMSs went first, then a DD, then ourselves, then a CM carrying Rangers, then the APDs and finally a single DD brought up the rear of the column. The DMSs set their sweeps. Speed was further increased. The invasion of the Philippines was on. Visibility was limited by the continued driving winds and rain. We conned our way as the DMSs swept a narrow path through the mine fields. Suddenly, Desolation Point, the northern tip of Dinagat Island, leaped upon us. We took visual bearings and opened fire on the predesignated landing areas simultaneously with the destroyer ahead. Her opening salvo fell short. Ours landed 200 yards in from the beach. A cheer went up from the gun crews. We were the first to fire a telling blow on the Philippines. As we rounded the point we continued to strafe the beach with salvo after salvo in rapid, continuous fire. Abeam of the landing area the leading destroyer hove to, continued to pound the shore line and passed word for the Rangers to disembark and establish a beachhead.

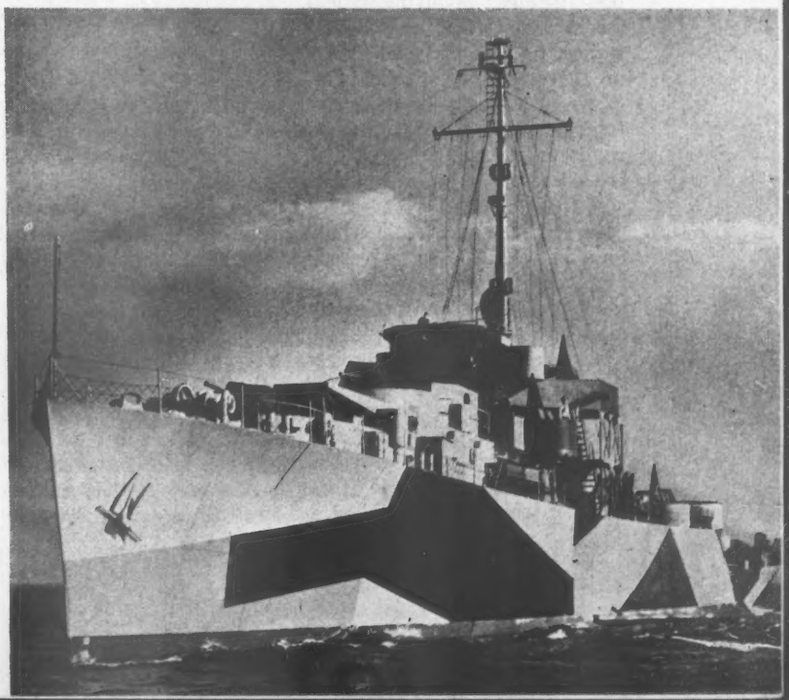
Almost immediately word was passed for us to get under way at full speed, astern of the high speed sweepers, reconnoiter a group of small islands to the south and act as a mine destruction unit. For several days we had wondered how the mines cut loose would be disposed of. Now we knew. It would be part of our job. The leading sweeper called back over the voice radio: "Floating mine 1000 yards off our port beam." In a few minutes we sighted it slightly off our port bow. Hardly had we sighted it when another call came through. "Second mine 500 yards off port beam." We brought our 40 mm. guns to bear on the first. With difficulty, due to the choppy waters of the bay, it was exploded, sending a cascade of water 500 feet into the air. The second one was brought under fire. It sank without exploding.

During the firing we had reduced speed. The sweepers continued far out ahead until we lost sight of them in the rain and overcast. We sighted a single aircraft closing on us. We recognized him through an opening in the clouds as a Jap reconnaissance plane. Before we could open fire, he disappeared in the overcast. Our activities were detected. We could expect air attacks as soon as the weather broke. We followed the sweepers' course, increased to full speed and shortened our distance to about 1000 yards after a 12-mile chase. All hell was breaking loose. The sweepers were cutting one mine after another on their starboard gear. Floating mines were passing down the port hand. Some were exploding upon contact with the paravanes.

At 1245 the group commander ordered us to proceed independently and return to the landing area immediately *via* the swept channel. The problem became one of how to stay in an unmarked twisting channel 22 miles long and 300 yards wide

(Continued on page 94)

Above, "At the dawn of A-day we assumed duties as Harbor Entrance Control vessel." Below, "We congratulated ourselves on the generous flare, beam and sea-going characteristics of our frigate"



"WAR BABY"

A Simplified Version of the Bow-steering Ice Boat

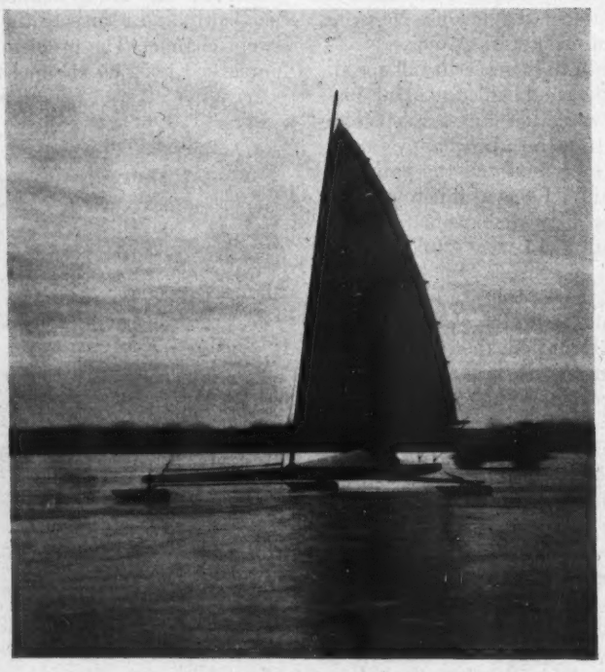
By RAYMOND A. RUGE

THE FALL of 1943 found me in Edmonton, Alberta, most northerly of Canadian cities, which enjoys the same long summer days — and the same cold winter — as does Moscow and the Scandinavian Peninsula. I was there on an assignment for the Army, but we did have one day off each week. Throughout the summer nearly every Sunday was devoted to 14-foot dinghy sailing with the Edmonton Yacht Club, and red hot sailors they were, believe me.

But now the dinks were laid away and the nights were clear and frosty. By the end of October, it was freezing every night and early duck hunters reported up to two inches of ice on sloughs a few miles to the north. One day, as if by magic, a thumbnail sketch of an ice boat appeared on my desk pad. It went into an envelope with the brief message: "If this interests you, call me up for lunch" and was dispatched to Dr. T. F. MacDonald, commodore of the Edmonton Y.C., figure skater, twice president of the Alberta Fish & Game Association, a real sporting man.

The phone rang next day before noon. The good doctor was not only interested he was enthusiastic. "But," said he, "no plywood, no dural, no fittings, no this and no that, how in the world can we build a decent ice boat now?" And the question certainly seemed sensible enough. But there was the lake, ready to freeze; there was the sail boat's rig, ready to use; there were the tools and the shop to work in. So we just decided to start in and see how far we could get.

Within a week, the plans were drawn, with simplification and substitution the keynotes of the design. We settled on a simple type of bow-steering boat, similar in basic construction to *Icicle* (see YACHTING, December, 1936).



Under way on a breezy day. The car in the background was still, and the camera was moved to "stop" the boat

For the backbone, we had to revert from the modern built-up box fuselage, involving much aircraft plywood and Sitka spruce, to a simple solid stick; in this case, a 20′ piece of 3″ by 10″ Douglas fir. This was kept full size at the mast step, tapering to 3″ by 5″ at the bow and 3″ by 6″ aft, where it rested on the runner plank. All taper cuts were taken off the top, leaving the bottom perfectly straight. This stick was so stiff that no bobstay was rigged and no deflection could be observed even when sailing in a stiff breeze. The design called for a 24′ backbone, so we pieced out our 20′ stick with a "boomkin" made of two pieces of ¾″ by 6″ screwed to the sides of the main timber and cocked upward at the proper angle to receive the after ends of the shaped side rails.

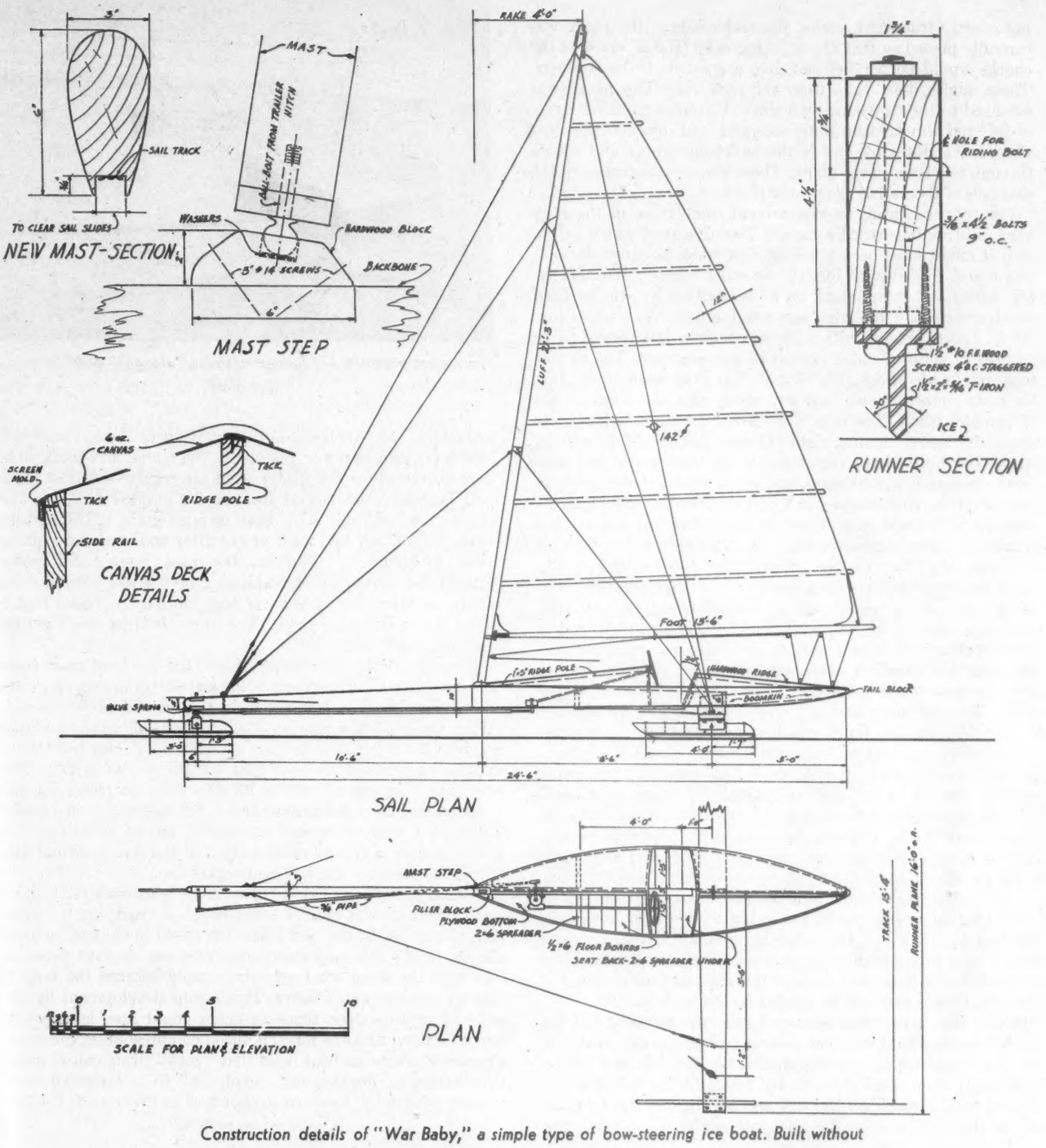
These side rails were two pieces of ¾″ by 10″ by 14′ spruce; they started from the backbone at the mast step, swung out 17″ on each side at the seat, and met again at the extreme after end of the boomkin (or extended backbone). A floor of ½″ pine boards was screwed to the under side of the center timber and the rails for 48″ from the seat back to the forward spreader which also served as a footrail when sailing. To cut out what might have been a most uncomfortable cold breeze through the cockpit, we floored the rest of it forward of this spreader with the only plywood available — 3/16″ poplar, supposed to be for drawer bottoms, etc. If it doesn't stand up, it can always be replaced since it is entirely non-structural and serves only as a wind-stopper.

The seat back, framed of ¾″ stuff, was shaped to a smooth curve from railtop to railtop and was carefully reinforced to take the pull of the sheet. A strip of 1⅛″ by 2″ maple was securely anchored to the seat back at the center of its upper edge and ran back to the tip of the boomkin, where it formed the center filler of a five-ply "squeeze" consisting of itself, the two pieces of the boomkin and the two side rails. This strip of hardwood acted as a ridgepole for the after deck covering but its main function was to serve as a secure anchorage for the sheet blocks.

The "dashboard" (for lack of a better name) was cut from a wide birch board of 1″ stock. At each end, it was screwed to a filler block which in turn was securely fastened to the side rail by screws and waterproof glue. From the center of this curving member another ridgepole, this time of pine, ran forward to the mast step block. This served only to carry the forward deck and hence didn't have to be of hardwood. The mast step was simply a birch block, slotted for the heel of the spar, and screwed to the top of the backbone timber.

With the curved seatback and dashboard and their two ridgepoles (running aft and forward respectively) as its only support, 6-ounce canvas was stretched and tacked to the above members and to the top outside edge of the side rails. A small hardwood molding covered the tacks in the rails, and those on the ridgepoles were hidden by arranging the cloth as shown in the sketch. The two-way stretch possible only with fabric enabled this canvas "deck" to take a most pleasing trumpet-shaped curve as it swept up to the dashboard. With no finish whatever, this canvas gave perfect satisfaction for one entire season, and should last for many years. It is easily renewable at any time.

The steering gear had started life in a small car of predepression vintage and was obtained from a local auto wrecker for a small consideration. It was mounted directly on the side of the backbone by a couple of ⅜″ bolts running through that member. The gear was hung so that the pitman arm swung in a horizontal arc directly under the backbone. A similar arm, complete with ball fitting, was welded to the rudder post just above the fork, and the two were connected by the car's original drag link, lengthened by cutting and welding in a piece of ¾″ pipe. The steering column was clamped to the underside of the curving dashboard in true automobile style and the entire assembly gave fingertip control and perfect service. Cutting away one section of the steering wheel's rim gave a bit more



Construction details of "War Baby," a simple type of bow-steering ice boat. Built without benefit of materials high on the priority list, her construction is possible — even in wartime

room when getting in or out of the cockpit but we decided it wasn't a good idea after all, because the sheet tended to get fouled in the cutaway wheel when sailing. Incidentally, to get a left turn by moving the top of the wheel to the left — as in a car — it was necessary for the pitman arm on the gear and that on the rudder post to project on opposite sides of the backbone. This meant that the long drag link crossed under the backbone from starboard to port when the rudder was set straight, and that it went through a peculiar twisting motion when in action, but it worked perfectly — so don't worry if it happens to you!

The rudder post bearings were simply two pieces of 3″ steel channel let into the top and bottom of the backbone and drilled for a good fit on the rudder post. They were held in place by ¼″ bolts passing horizontally through their flanges and the backbone. They were used in place of the more usual flat plates because of the unusually narrow backbone timber. The rudder post was a short length of ¾″ shaft with a simple steel fork and the above-mentioned pitman arm welded on. A pair of heavy truck valve springs were slipped over the shaft between the pitman arm and the under bearing plate on the backbone; they gave a little shock-absorbing action that seemed to work well. All this miscellaneous ironwork was dug out of the scrap pile at a local junk yard.

We had a lucky break on the runner plank, finding two clear spruce boards 1½″ by 12″ and 16′ long at a local lumber yard. These were glued together with about 6″ crown when the clamps were set. After removal of clamps, the crown came back to about 4″. The two boards were tapered to 1″ thick at the ends before gluing, giving the plank a built-in taper which looked quite professional. The sections between side rails and runner chocks were then shaped out to a streamlined profile. Runner chocks were simply 11″ pieces of 3″ by 5″ by ⅜″ angle bolted to the plank. Because structural steel angles are

not exactly true right angles, the under side of the plank was carefully planed so that the standing sides (the 5″ ones) of the chocks would be parallel and give a good fit to the runners. These angles, too, came from the junk pile. The plank was attached to the backbone by a single U-iron or gammon strap, of ⅝″ rod threaded on both ends and bent into a U that just slipped over the after end of the backbone timber and passed through two holes in the plank. There was no attachment of the side rails of the hull to the runner plank.

For runner blades, we dug around some more in the junk yard until we unearthed some old T-section steel which looked as if it might have been a rolling door track in better days. It was about 1½″ by 2″ by 5/16″ in cross section. We had the top drilled and countersunk on 4″ centers for No. 10 flat head wood screws, and the edge was rough-ground on a wheel to a 90° V. Later dressing with a file was tedious but proved to be feasible in spite of much advice to the contrary. The runner tops were made of oak, 1¾″ by 4½″ in cross section, 53″ long for main runners which had 48″ shoes, and 41″ long for the 36″ rudder blade. The tops were doweled with machine bolts spaced 9″ apart, running right through the oak from bottom, where the heads were countersunk, to top, where the nuts (with washers) were drawn up tight. These bolts prevent peeling off the runner shoes in a bad skid, and should be tightened up before each season, as the wood dries out and shrinks during the warm summer months. The blades were then screwed on, using 1½″ No. 10 steel screws. The sharp section of the blade was kept down to a mere 10″ or so directly under the riding bolt. From there, running both forward and aft, the edge was made more and more dull, which served to put a slight rocker into it and also to give an easy entrance and exit, vital for speed. A blade without rocker can't be turned and one that is sharp for any great distance forward of the riding bolt will gripe and cut down speed a lot. All runners rode on ⅝″ machine bolts, which were drilled for cotter pins.

The hollow sail boat mast had no shrouds below the forestay, and the unsupported spar between the step and this point was too long to be trusted. Accordingly, a simple spar band with three projecting tangs was cut from ⅛″ metal and held in place by a single ¼″ bolt running straight through the mast. The extra set of shrouds was made from odds and ends such as are usually at hand in any sailor's slop chest, and ran from a point half-way between forestay and mast step. All stays terminated in rope lanyards, led to big 3″ diameter iron rings attached to plank and backbone by eyebolts. Rope lanyards are not only a cheap and foolproof substitute for turnbuckles, they are also an easy way to piece out the sail boat rigging for the extra length that will be needed on the ice boat.

Blocks, like spars, were borrowed from the sail boat but we decided against light summer canvas and had a sail made. A local tent and awning maker undertook the job and did a surprisingly good piece of work. By designing the sail as a flat surface, with a roach on the luff and another on the foot, as well as the usual one on the leach, we succeeded in getting a

Waiting for a breeze. The fullness of the sail along the boom gives it a fine draft

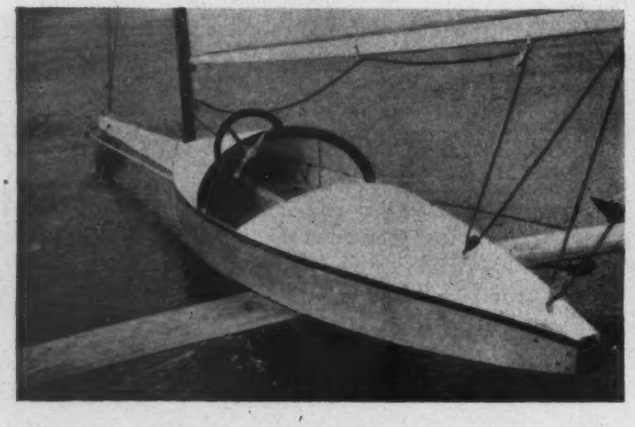
fine-setting sail which was not too difficult to make. Full-length batten pockets were run parallel to the boom, and track slides were borrowed for the winter from the regular sail boat mainsail. Battens were ripped from a flat-grained two-inch oak plank at a local mill. This gave us edge grain in the battens, which were a full ¼″ thick at the after end, and were planed down to about ⅛″ thick at the mast. Since most broken battens are caused by the whipping of the sail when coming about, we taped the three lower ones thoroughly from 1 foot to about 4 feet from the leach. The upper battens don't get the whipping, and rarely break.

Throughout the first winter of use, the sail boat mast stood up beautifully until sundown of the last day of the season, when it somehow contrived to come unstepped and broke when it struck the ice. A new spar was built for the sail boat and a letter received the other day informs me that the doctor has built a typical streamlined ice boat spar for the winter sailing. This stick has a groove plowed in its after edge to recess the sail track and improve the airflow, and it will be stepped on a trailer ball and hardwood socket to permit proper pivoting. The sketches show a typical cross section of the new spar and also the arrangement of the ball-and-socket step.

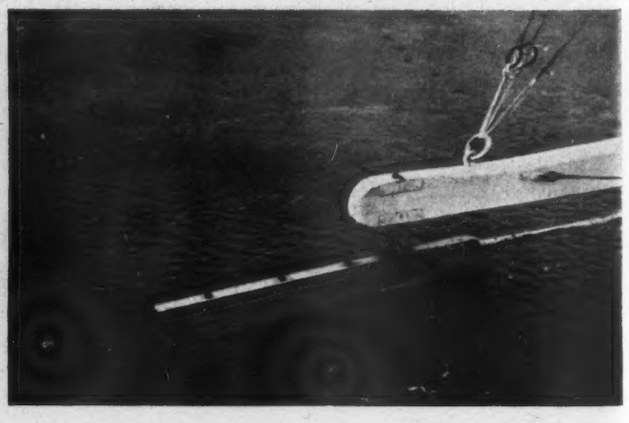
Several factors combine to give an ice boat mast far heavier punishment than is met by a sail boat spar carrying the same area of canvas. In the first place, the speed of the airflow over the ice boat's sail may easily run from two to four times as fast with the same wind velocity, simply because the boat is able to move so much faster. This means development by the sail of four to sixteen times as much power and, as a result, four to sixteen times as much induced compression in the mast. Practically every ice boat mast that "goes" (from causes other than capsizes), buckles and "explodes" from excessive compression. Secondly, the boat cannot heel to every puff; it takes

(Continued on page 90)

When viewed from astern, one can see the backbone running through the center of the cockpit



Bow detail, showing rudder post and drag link, and a simple but effective headstay anchorage

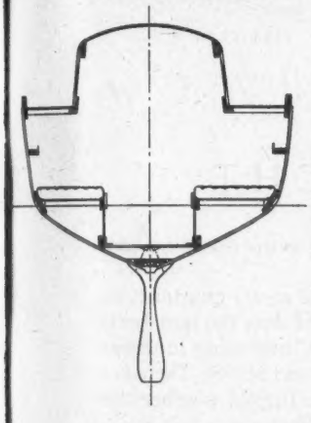


"FURLOUGH," A POSTWAR AUXILIARY

By ROBERT G. HENRY, JR.

IN DISCUSSING *Furlough*, I am describing a postwar 35-footer that should appeal to a great many yachtsmen inasmuch as her initial cost is less than $3,000. At the same time she is pleasing to the eye, quite fast, and is practical for afternoon sailing and extensive cruising for two or three persons.

Furlough has been on my drawing board for a long time and a lot of thought has gone into her. The hull is built of sheet plywood 5/8" thick, both sides and bottom being formed from a single length. However, *Furlough* is not a chine boat. By giving the turn of the bilge a constant radius throughout her length and by giving the sides and bottom maximum compound curvature, a "sweet" and wholesome set of lines is obtained.

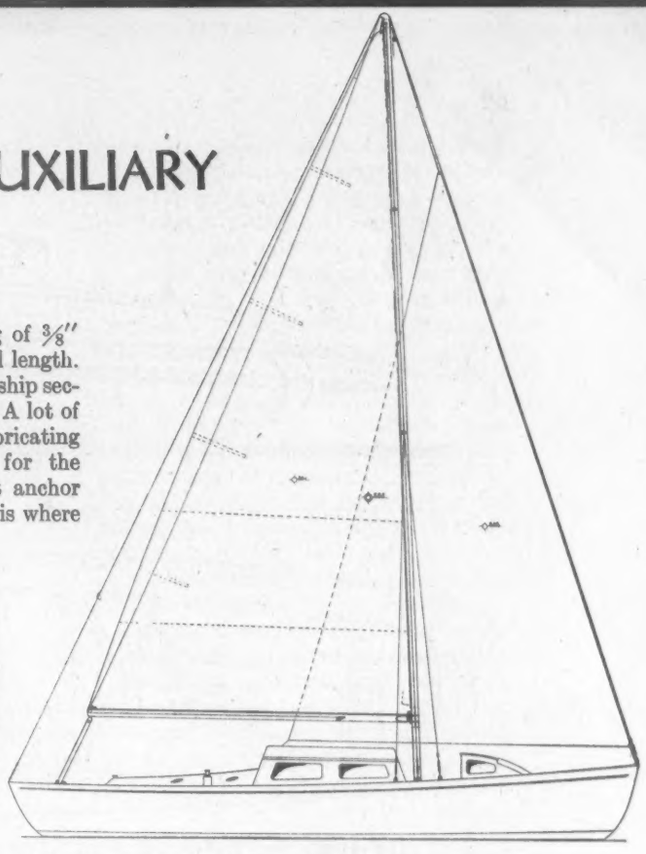


The deck and cabin house are of sheet plywood, the former being of 3/8" thickness and of single width and length. The iron fin keel is cast in one piece in a manner similar to that of a Star

The deck and cabin house are also of sheet plywood; the former being of 3/8" thickness and of single width and length. The reader will note from the midship section that the deck has no crown. A lot of lumber and labor is wasted in fabricating curved deck beams. Facilities for the drainage of rain water while at anchor are ample and the headroom lost is where it is of little consequence.

The headroom under the cabin house is 6'2" and the shatter-proof windows afford excellent light and ventilation. Note that the companion slide has been eliminated. The work involved in making a companion slide for a boat of this size amounts to about as much as it would on a 75' yacht; by raking the after end of the house forward, easy access to the cabin is obtained. There is, however, the usual drop slide in the after end of the cabin house which can also be hinged to a horizontal position. Canvas side flaps can be added for additional protection in wet weather. The only complicated joinerwork on this boat is the booby hatch forward, and this expenditure is well worth while because, in addition to providing light and headroom for the toilet, the hatch may be turned around.

The main framing is longitudinal. There are four members on each side which run the full length of the boat, and the major bulkheads are notched in way of these longitudinals. Forward, where pounding is greatest, there is transverse framing; elsewhere lockers and minor bulkheads run out to the skin of the ship.

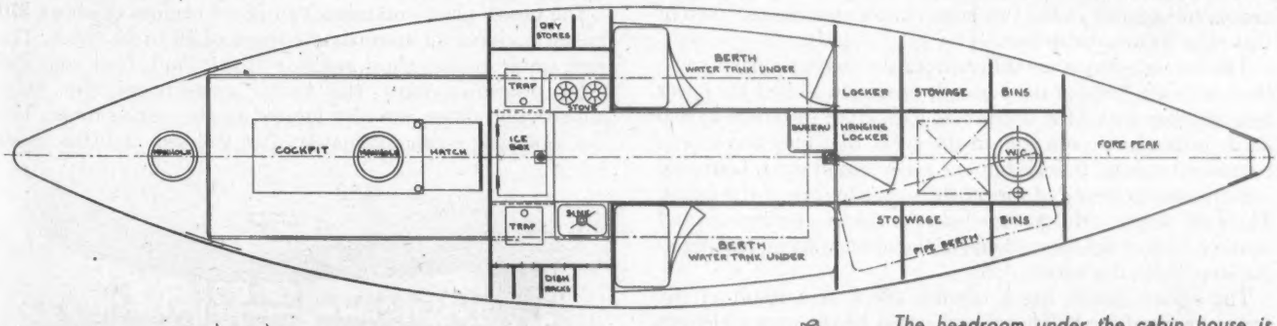


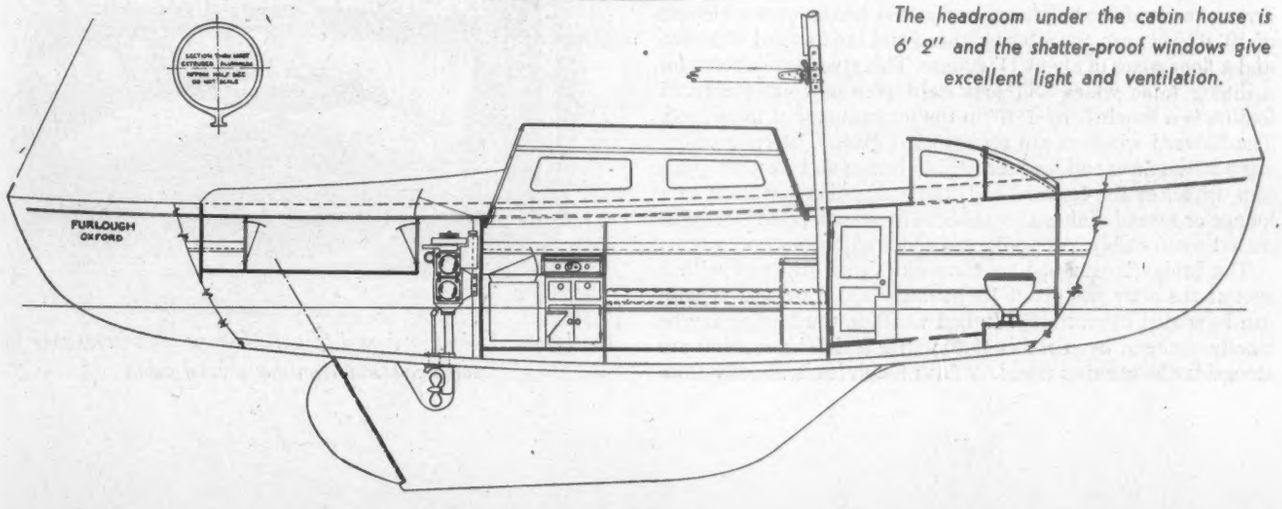
"Furlough's" dimensions are: 35'0" over all, 31'2" water line, 8'2" beam and 5'0" draft. Her sail area is approximately 600 sq. ft.

The engine installation, as shown in the plans, is an idea of mine which I believe has great possibilities. However, since this type of power plant has not even progressed to "blue print" stage of development, ample room has been allowed for the installation of any type of conventional engine under the bridge deck (with the propeller shaft extending abaft the rudder). This new type of engine I am thinking of would be a vertical drive, and of about 30 horse power. Judging from

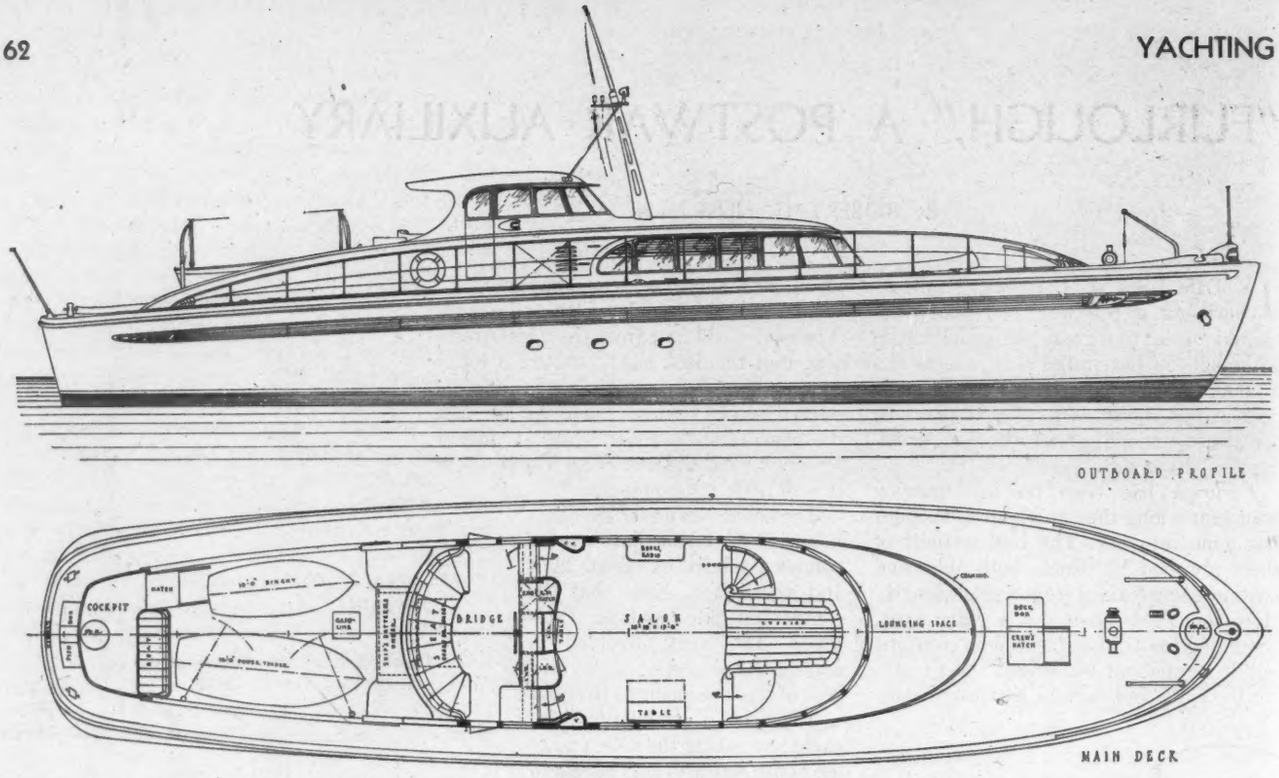
(Continued on page 96)

(*Furlough* received an Honorable Mention in YACHTING'S "Design Idea Contest.")





The headroom under the cabin house is 6' 2" and the shatter-proof windows give excellent light and ventilation.



The vessel is flush decked, thus giving full headroom throughout. The main deck has seating space for about 12 persons

A NEW 75-FOOT WHEELER YACHT

THIS handsome yacht has been designed for the Wheeler Shipbuilding Corp., of New York, by John H. Wells, Inc. Her dimensions are: l.o.a., 75′ 0″; l.w.l., 69′ 7″; beam, 16′ 0″; and draft, 4′ 6″. The experience and ideas of both builder and designer were brought together to produce a yacht which would combine utility, moderate upkeep expense, seaworthiness and eye appeal.

In the accommodation plan, the architect has avoided the customary old-fashioned rectangular cabins; the layout provides individuality, maximum utility and those many small but all important comforts which normally are to be found only in a much larger vessel. Here also is reflected the tendency to keep berth capacity to a practical minimum, thereby providing maximum comfort in the two large double staterooms. Each of these has its own bathroom.

The owner's stateroom differs from the conventional layout; there are twin beds on the port side, arranged so that the lower bed can slide under the upper one. This gives the effect of two single beds on one side and, in the event that only one person occupies the room, there is but one single bed in sight. Lounging space is amply provided for on the opposite side of the cabin. There are doors to the passage between the two staterooms and another door at the forward end of the owner's room, leading to the steps from the saloon.

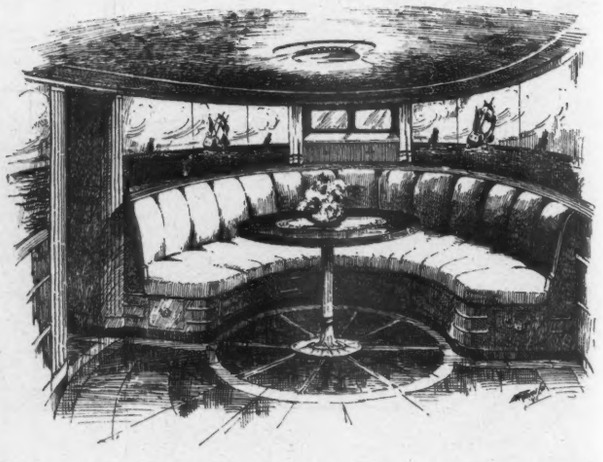
The saloon, which has a circular effect as a result of the arrangement of the bulkheads and settee, has an over all length of 19′ 6″ between the after bulkhead and the forward windows, and a floor space of about 11′ square. This gives ample room for a dining table which will seat eight persons comfortably. A feature is a couch 7′ by 4′ 6″ in the forward end of the saloon. The forward windows are of tempered glass. The companionways at the after end lead directly to bridge and sleeping quarters, while, at the forward end, the companionway leads to a lounge or second dining saloon where five or six persons may be seated comfortably. An additional toilet adjoins.

The bridge is enclosed on three sides and arranged with a seat at the after end about 10′ athwartships where six persons can be seated comfortably. In bad weather, the bridge may be wholly enclosed by curtains at the after end. The controls are alongside the steering wheel. A flush hatch leads directly from the bridge to the engine room, which has ample space for easy access to the engines.

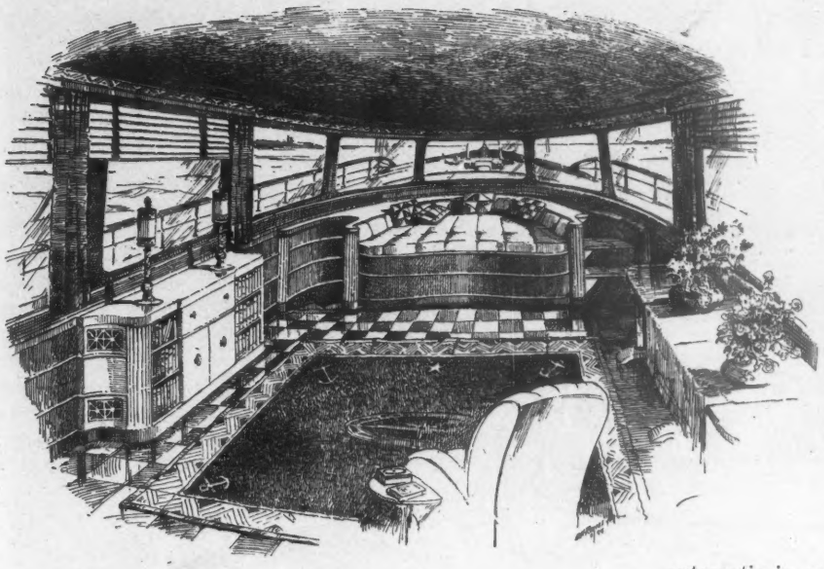
Three berths have been provided in the crew's quarters, one on the port side and two on the starboard side, the port berth being used by the captain. The galley is interesting in design as the corners are rounded for cleanliness and utility. There is a hot water heating plant on the port side. In cold weather this may be used for heating the entire boat.

Forced ventilation is provided to all quarters. At the same time, oblong ports are installed in each of the lower cabins; these are covered by an exterior grille for both appearance and privacy. The vessel is heat-and-sound-insulated throughout, while heat is available from the exhaust of the lighting plant.

The power plant comprises two diesel engines of about 270 hp. each, giving an approximate speed of 16 to 20 m.p.h. The fresh water cooling plant, auxiliary light plant, fresh and salt water pressure pumps, the master switchboard, fire, bilge and service pumps, are also located in the engine room. The fuel capacity is approximately 760 gallons, and the fresh



The lounge, looking outboard to port. Five or six persons may be seated comfortably in this unusual cabin



The saloon has a circular effect as a result of the arrangement of the bulkheads and the settee. It has an over all length of 19′ 6″

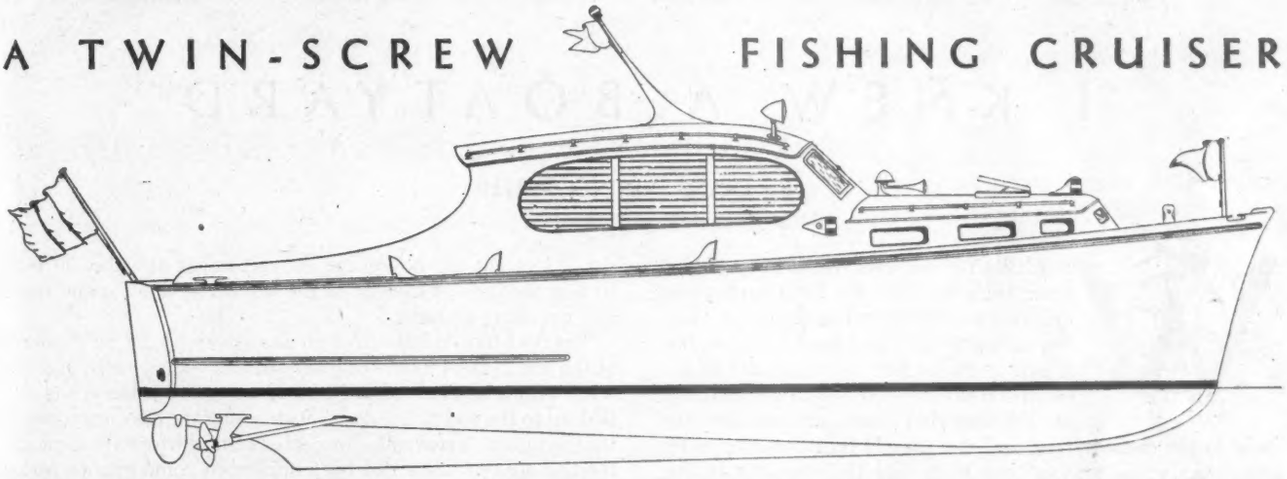
water capacity approximately 550 gallons.

Lighting batteries are installed on deck for safety and ease of inspection. While all equipment is standard 110-volt, d.c. type, the motors are universal. A plug-in dock connection may be arranged so that shore current can be used, with the possibility of charging batteries through the converter, thus eliminating the use of the generating plant while the boat is at the dock. Interior lighting throughout the vessel is of the latest fluorescent tube and Mazda illuminating equipment, indirect lighting with a soft glow and full lighting features.

It will be noted that the vessel is flush decked, thus giving full headroom throughout. The main deck has space for about 12 persons abaft the bridge and in the cockpit, and an awning provides full protection.

Another interesting feature is underwater exhaust, which reduces soot, smoke, cinders, odor and the usual exhaust noise. This is automatic in operation and develops less back pressure than with the above-water exhaust. Furthermore, it eliminates leading the hot exhaust pipes through the living quarters.

A TWIN-SCREW FISHING CRUISER

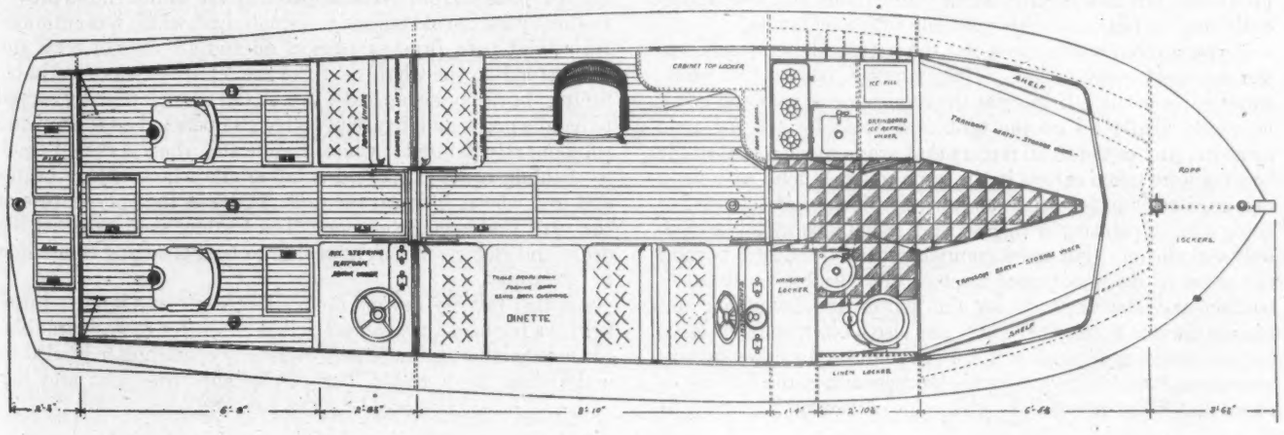


THE PLANS of this interesting boat were developed by Morton Johnson & Co., of Bayhead, N. J., to meet the wants of the man who, while interested in fishing is primarily a cruiser. Sleeping accommodations are provided for four persons; two in the forward cabin and two on folding berths in the deckhouse. Two fishing chairs are shown in the roomy cockpit and a big fish box is beneath the after deck. The deckhouse, with its dinette to starboard, should be a comfortable lounging space while sun worshippers will enjoy the freedom of the commodious cockpit.

With twin engines (and rudders) it is expected that these boats will have a cruising speed of from 18 to 28 m.p.h., depending upon the rated power of the motors chosen. They will be rugged in construction and are seaworthy in lines so that they should be well suited to running in and out of coastal inlets as well as being safe at sea under any ordinary conditions.

As many yachtsmen prefer lapstrake construction for boats of this type it has been planned to use this kind of planking in these boats. By a slight increase in the thickness of the planking, however, it will be practicable to use smooth planking if the owner prefers. It will be observed that by placing the motors beneath the seats additional usable space has been obtained.

General dimensions are l.o.a., 35′ 5″; beam, 10′ 8″; draft, 2′ 3″. Construction will be of the best throughout.



"The boatyard . . . was part of our lives and a fragment of the old Cape; one of the few remaining relics of a past era."

I KNEW A BOATYARD

By FRANK VINING SMITH

WE ALWAYS had a feeling of homecoming when we sailed into the little harbor and dropped anchor near the boatyard. This feeling was elusive and hard to define but it can, perhaps, best be compared to the childhood thrill which swept over us when, at Thanksgiving time, we rounded the bend in the country road and saw the old farm nestling under the elms. It had always been there and the certainty in our childish minds that it would always be there gave a feeling of security and changelessness in a changing world.

This was one of the things that made the boatyard appealing. It was part of our lives and a fragment of the old Cape; one of the few remaining relics of a past era. As we rowed ashore to land at the ramshackle steps of the sagging wharf, Jimmy was always there to greet us with his round face smiling and his mild blue eyes full of friendliness.

"Well, I see you're here again," he would say. "How are you this year? I'm glad to see you." And he really was glad. Usually yachtsmen have a feeling that when yard men greet them they are welcomed as potential clients who may or may not prove profitable, but not Jimmy. Money and profit and loss apparently had no bearing on his relations with yachtsmen.

If you wanted water, there was the patched hose attached to the same old leaky faucet. "Help yourself, use all you want; water's free as air." If gas was the requirement, well and good; he would gladly fill up the tank and cheat himself for good measure. Any of the small repairs that are so much a part of the boating were taken care of in the same spirit. When I say, small repairs, I refer to jobs such as having a deck cleat rebolted or doing a bit of painting or rigging work. Such jobs would be done well and cheaply; but more complicated matters were beyond the scope of the yard, since most of the business consisted of hauling and storing boats for the winter and launching and rigging them in the spring. There was also a bit of summer hauling and painting of small boats. It was not big business by any means but Jimmy didn't want big business and he did his best to avoid it. "What would I do with a lot of money?" he used to say. "I've got my house and enough to eat and the old folks live on the boat at the end of the wharf; we don't spend much and get along all right."

The boat the old folks lived on was a decrepit old hulk moored at the end of the wharf. Long ago she had been a yacht of sorts; now, with a total disregard of any possible business, she was tied up to the end of the dock, obstructing the easy approach to the gas pump. A stove pipe projected from the forward deck and the last coat of paint had been applied at some remote period but she was neat and clean since the father washed the decks and scrubbed them vigorously every morning. His eyes also were blue and the very pleasant and mild voice which emerged from under a grizzled mustache was as soft and mild as Jimmy's. He never said much but an air of friendly good will surrounded him like an aura. The mother seldom appeared except when she was to be seen hanging out washing on the after deck and never was known to speak — at least, not to the summer boating people.

The wharf to which this floating home was attached had a curious feeling of instability due to the weaving floor of patched planks which undulated back toward a weathered storage shed whose southern wall leaned drunkenly. It was shored up by sundry joists and old spars. Apparently the winter snows proved too heavy for the old building. A small shed, which was crammed with paint pots, brushes, cans of oil and all sorts of odds and ends, stood on the wharf near the gas pump. It was a veritable firetrap but they never had a fire. A tall derrick near by served to handle masts and invariably a big gull perched on the top and subsequently painted it white. Beside the wharf a rusted track for hauling boats supported a tall cradle whose sturdy beams and iron wheels spanned the rails. This was the only feature of the yard that seemed efficient. The hauling shed, with its big drum and electric motor, appeared to be a grudging concession to modernity.

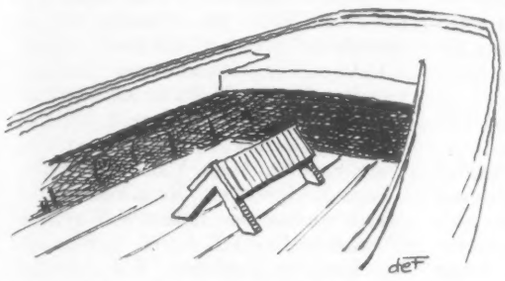
Another railway beyond the hauling house was rendered useless by a big boat that had sat on the cradle for more years than I can remember as the repairs originally contemplated failed to materialize. As a result, her planks had dried out and her

(Continued on page 98)

GADGETS & GILHICKIES

A Novel Toe Hold

▶ There are a good many ways of keeping your balance while hiking your weight out to windward. You can hook your toes under a thwart, if one is handy, hang on to the end of the sheet that you are tending and hope it will counterbalance your weight, or you may prefer to provide special means for keeping yourself in the boat. In the 14-footers that are raced in Toronto and elsewhere, many of the boats have been equipped with wide straps of webbing which are securely fastened to the base of the centerboard trunk in such a manner that when the toes are pushed under the strap one may safely throw one's weight outboard. It is really necessary to have something of this sort rigged in these boats as in this class hiking is an important part of the technique of sailing.



Bordley Pattern Toe hold

Edward E. Herbst, of Philadelphia, has sent me a photograph of a toe hold that has been installed aboard the 20-footer of a friend of his named Bordley. It is extremely simple and easy to build. The only precaution that should be observed is that it be sufficiently strong so that, when you are hiking out, it will hold your weight. It would, therefore, be wise to secure the upright members of the assembly to a structural part of your hull and not just nail them to the floor boards, which may not be too securely fastened down.

If properly proportioned, this device would serve not only as a toe hold but also as a sort of stopper to keep the helmsman from sliding to leeward. He could sit on the floor with his back against the coaming, facing either forward or to leeward, and the toe hold would keep him securely in position.

To Make An Auxiliary "Self Steering"

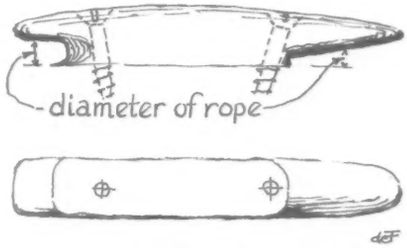
▶ My skeptical readers will not believe this one until they try it. It is an adaptation of one of the aviator's gadgets to the needs of the sailor. You may have noticed that the rudders of some of the big planes have small, adjustable sections on their trailing edges. This device is called a "trim tab" and its purpose is to permit adjusting the relative pressure on the sides of the rudder so that the ship will hold a straight course without the necessity of being constantly controlled by the pilot. I am told that, once this adjustment has been made, the plane will fly a straight course indefinitely.

Over the Columbus Day holiday I was a guest aboard *Polly*, Austin Murray, master, and I had the tiller as we came out of the upper reaches of Oyster Bay under power. Now, all the boats that I have ever steered under power tended to sheer either to starboard or to port, depending on the direction of rotation of their propellers. You can, therefore, imagine my amazement when I found that *Polly* would hold her course without any further need to touch the tiller at all. At first I couldn't believe it, thinking it a fluke of some kind, but I gave her a real tryout and found that she followed like an arrow any course she happened to be on when I took my hand off the tiller. Naturally I was enthusiastic at this discovery and made inquiry of the skipper (who, incidentally, is the designer and builder as well) "how come"? It is because he is an engineer whose work keeps him in close touch with developments in aviation that Austin knew about the use of trim tabs and their uses and he proceeded to enlighten me.

It seems that a boat whose propeller turns to starboard will always tend to sheer to port, and vice versa. The trim tab, by forcing the rudder over ever so slightly, counteracts this tendency. The tab itself is so small that it can have no appreciable effect upon the steering or speed of the boat when under sail. To be effective the tab must be installed on the trailing edge of the rudder directly in line with the center of the propeller shaft — in other words, centered in the slip stream of the propeller. The size of the tab will, of course, vary with the size of the boat and a certain amount of experimenting may be required to arrive at the proper proportions. For your guidance, I will give you the data on *Polly's* installation. She is 32 feet over all and with the conventional beam and draft for a cruising boat of that length. Her propeller is a right hand one (turns to starboard) and is perhaps 24 to 30 inches below the surface of the water. Her trim tab is made from a piece of 20 gauge sheet brass (1/32" thick) 5½ inches by 3 inches. It is securely screwed to the port side of the rudder, directly in the slip stream, so that about 1½ inches of its surface is against the rudder and the same amount extends beyond the trailing edge. The 5½-inch dimension runs parallel to the axis of the rudder stock. The tab is bent very slightly to port. It required only two tries to get *Polly's* tab satisfactorily adjusted. To make this adjustment it was necessary only to go overboard and bend the tab with one hand. It's as easy as that. Care must, of course, be exercised not to bend the tab by accident, but that should not be too difficult.

A British Pattern Dinghy Cleat

▶ From C. Leslie Lewis, of Radcliff-on-Trent, Nottinghamshire (Notts. to you), England, comes this excellent design for a dinghy, or small boat, jam cleat. Mr. Lewis says that he is indebted to the ubiquitous Uffa Fox for the idea of this cleat but he considers that his pattern is something of an improvement on that of the master dinghy designer. To quote my correspondent: "Apparently, to most boatbuilders a wooden cleat is just a wooden cleat and little attempt seems to have been made to improve it through the ages. The sketch shows my idea of what a wooden cleat should be, the chief points in its favor being that as it is made of wood it floats itself in case of a capsize; the ends point downwards and so do not tend to foul the clothing nor the boat's lines; the screw holes are far enough apart to overcome all twisting tendency; it is strongest at the point of greatest stress; it looks well when made of varnished teak, mahogany or locust; and, lastly, any amateur can make his own to suit his individual needs."



Lewis Pattern Jamb Cleat for Sailing Dinghies

I agree with all Mr. Lewis' statements and would add only a word as to the principles involved. Keep the screws as far apart as possible. Smooth the surfaces where the rope runs with great care and observe the proportions of the clearances of the two ends. The standing part is led around the end with the wider opening and is then jammed under the horn of the opposite end. HAM DE FONTAINE

THE MONTH IN YACHTING

SOUTHERN Y.C. ONE-DESIGN CLASS

▶ During the past year a group of New Orleans yachtsmen, who may be identified as the One-Design Class Committee of the Southern Y.C., has been engaged in the preliminary development of a new one-design which it intends to build as soon after the war as conditions will permit. One of the first steps was to present the basic ideas to a representative group of naval architects, inviting them to submit preliminary sketches. In the letter of explanation the committee stated that:

"We want an original design so that we can control the building of the boats and make the proposed class a restricted one-design on the order of the International and Pacific Coast one-design classes. For this reason we are not interested in purchasing either new or second hand boats in existing classes. We have in mind a boat approximately 33 feet o.a., with a maximum draft of five feet for a keel boat, or a combination keel and centerboarder with a maximum draft of four feet.

"The boats will be used primarily on Lake Pontchartrain, where the average wind velocity does not exceed six knots but where we experience frequent short squalls of 20 to 25 knots. They will be raced every week during the summer and a good part of the winter. In addition, we sail a number of overnight races and, once a year, race 90 or 100 miles down the Gulf Coast, spending a week or two racing at various clubs between New Orleans and Mobile. The sail area and beam would be influenced by the above factors.

"It has been our experience that most boats designed in the East or on the West Coast for conditions peculiar to those localities do not carry enough sail to give a good account of themselves in our waters. One exception to the above statement is the old Massachusetts Bay 21' water line class. These boats had a maximum sail area of 600 sq. ft. and were the smartest and fastest yachts in this locality. This class has just about folded up and the new one-designs are intended to take their place.

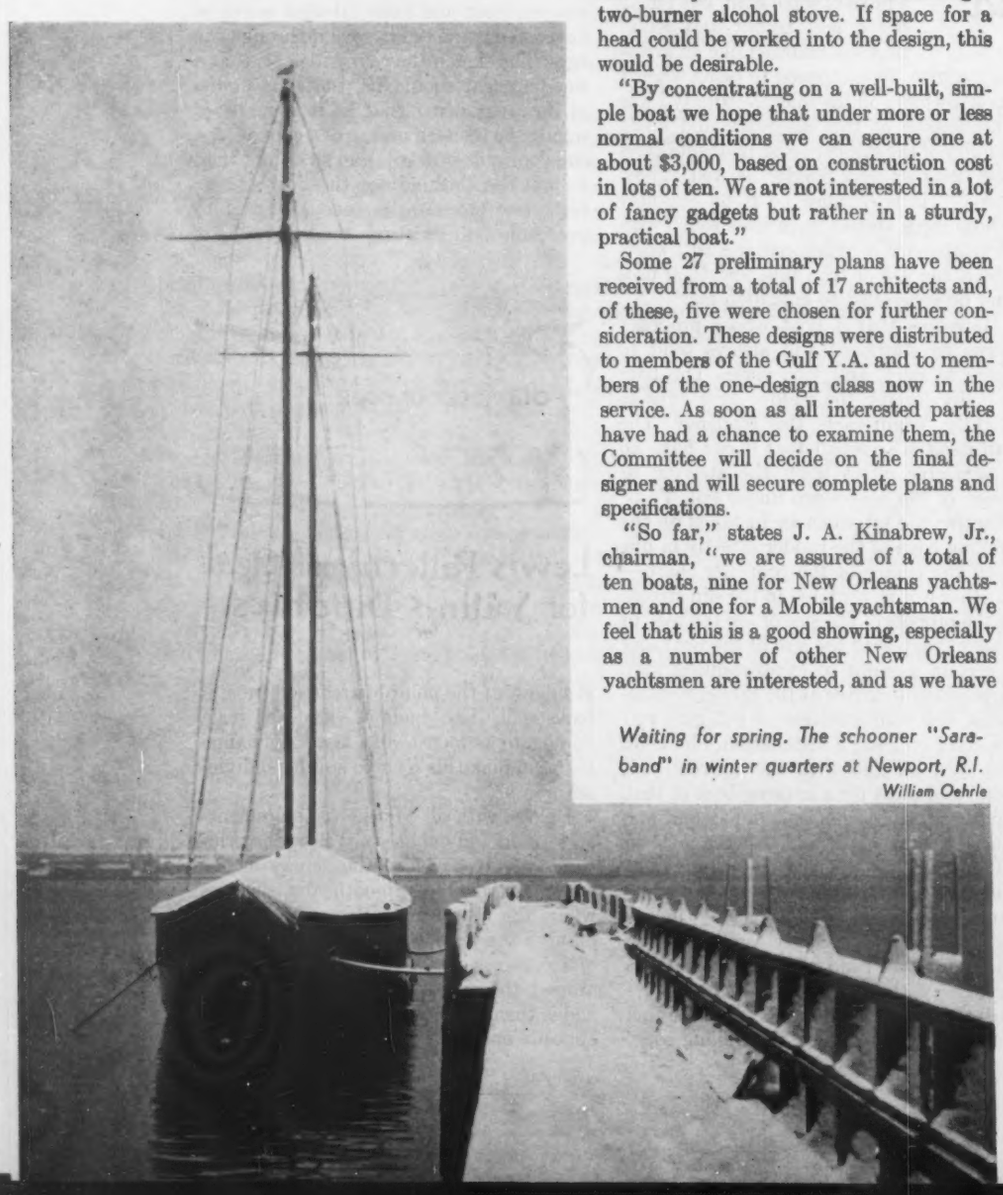
"Since the boats will be used for day sailing, we desire a cockpit at least seven feet long. We have in mind a cabin with two transom berths at least seven feet long. We want a small ice box, and we would also like provision made for installing a two-burner alcohol stove. If space for a head could be worked into the design, this would be desirable.

"By concentrating on a well-built, simple boat we hope that under more or less normal conditions we can secure one at about $3,000, based on construction cost in lots of ten. We are not interested in a lot of fancy gadgets but rather in a sturdy, practical boat."

Some 27 preliminary plans have been received from a total of 17 architects and, of these, five were chosen for further consideration. These designs were distributed to members of the Gulf Y.A. and to members of the one-design class now in the service. As soon as all interested parties have had a chance to examine them, the Committee will decide on the final designer and will secure complete plans and specifications.

"So far," states J. A. Kinabrew, Jr., chairman, "we are assured of a total of ten boats, nine for New Orleans yachtsmen and one for a Mobile yachtsman. We feel that this is a good showing, especially as a number of other New Orleans yachtsmen are interested, and as we have not had an opportunity to show the preliminary plans to any other members of the Gulf Y.A. Two eastern yacht clubs, Sachem's Head and Pine Orchard, are also interested, and, if the centerboard model is chosen, there is a possibility that some of the Chesapeake Bay yachtsmen may build to the class."

One of the most interesting parts of the plan comes in the announcement that a group of members of the Southern Y.C. has offered to put up a fund from which the owners of these new boats may borrow to help finance the costs of building.



Waiting for spring. The schooner "Saraband" in winter quarters at Newport, R.I.
William Oehrle

N.A.Y.R.U. ELECTIONS

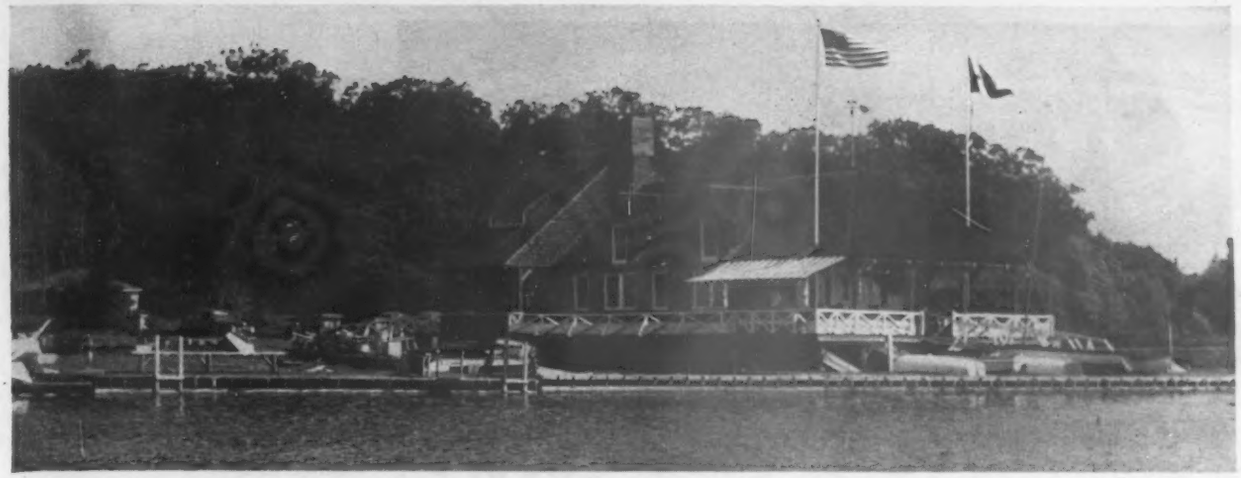
▶ At the recently held annual meeting of the N.A.Y.R.U., the following officers were elected: president, Clinton H. Crane, Y.R.A. of Long Island Sound; 1st vice president, Thomas K. Wade, Lake Y.R.A.; 2nd vice president, Theodore M. Dunlap, Lake Michigan Y.A.; treasurer, Arthur Besse, Southern Mass. Y.R.A.; secretary, George E. Roosevelt, New York Y.C.; executive committee, Robert W. Wayland, Chesapeake Bay Y.R.A.; W. L. Stewart, Jr., Southern California Y.A.; Stuart Haldorn, Y.R.A. of San Francisco Bay; A. F. Wakefield, Inter-Lake Y.A.; Henry A. Morss, Jr., Eastern Y.C., Mass. Bay Area; appeals committee, Charles Francis Adams, Eastern Y.C.; Harold S. Vanderbilt, New York Y.C.

AMERICAN POWER BOAT ASSOCIATION

▶ A completely rejuvenated Gold Cup event appears certain to assume its old position of prestige in postwar motor boat racing. Steps taken at the recent annual meeting of the A.P.B.A., to revise rules of the class and allow entry of boats of unlimited power for an "experimental" period of five years following the war is expected to provide competition on a scale never before approached. Speeds, too, probably will reach unprecedented heights, due to wartime development of engines and fuel.

A committee, headed by William McK. Horn, is studying the situation and undoubtedly will come up with many revolutionary recommendations. According to the present trend of thought, the first renewal of the Gold Cup after the war will find the class opened up to all types of inboard racing craft, powered with engines from 135 cubic inches up, with one or more motors, and with wide latitude in hull length and weight. Foreign-built motors will not be excluded, and even craft with jet or air screw propulsion units may be allowed to compete.

It is believed that one of the principal factors in the resurgence of the Gold Cup in postwar racing will be the inclusion of the 225 hydroplanes. Owners of boats in this class, perhaps the most popular and spectacular inboard division ever to race on American waters, have long been clam-



The club house of the Cohasset Yacht Club, Cohasset, Mass., which recently celebrated its 50th anniversary. This famous club has long played a prominent rôle in East Coast yachting

oring to test their craft against the bigger and higher powered Gold Cup speed creations. The 225s have a fine record for speed, consistency and durability. In a comparatively few years, the 225 competitive speed record for five miles has risen to 73.17 m.p.h. as compared to 72.7 m.p.h. for three miles, the best competitive Gold Cup speed record on the books.

Under the present rules, Gold Cup engines must be between 600 and 732 cu. in. piston displacement, and the scarcity of such power plants, plus the expense, has had much to do with a slackening of interest. The introduction of converted airplane and other types of motors developed by the war is expected to produce new enthusiasm for this traditional event. At the expiration of the five-year experimental period, the motor boat officials, under the present plan, will determine the types of engine and hull that will best fit Gold Cup competition requirements.

A.P.B.A. officers for 1945 are: president, John A. Remon; senior vice president, C. King Brugman; secretary, Douglass C. Fonda; treasurer, George H. Townsend.

THE "MERRIE SKIPPER"

Editor, YACHTING:

▶ I have often written of the boundless enthusiasm the boat owner has for his new craft. He is full of pride in the performance and capabilities of his new love. Now I am afflicted with the same disorder. I have listened to a thousand stories of the virtues and delights of a thousand different craft. I don't have a correspondent on whom I can load the soul-filling possibilities and capabilities of my new boat, so you are the goat. My new "yacht" is the first power boat that I have owned since I disposed of the last of my speed boats, the 30′ Hacker-designed *Zephyr*, in 1928. My previous loves were all speed boats, and were powered with Hispanos, Hall-Scotts, and Liberties. They were all 8-to-1 boats; you worked on the power plant for eight hours and then ran it for an hour (if your luck held and everything held together).

For some years now I have felt the need of a good power craft that I might use as a camera boat and for a bit of fishing when time permits. She should be small enough so that I could follow the races without stirring up the bottom and disturbing the racing fleet. She should be small for several other reasons: first, so that she would be maneuverable in narrow channels; second, so that I could keep her up without adding too many hours to the already long weeks; third, so that I could afford to own her. She should be large enough and fast enough to follow the regattas at Catalina as well as in Los Angeles Harbor, Santa Monica and San Diego. To do this she would need to have a certain reasonable freeboard, dependable power, sleeping accommodations, a galley and head.

She should be able to idle down to a walk for a nice trolling performance and in a seaway be dry enough to make a good camera boat (for, after all, I am a marine photographer). She should have a roomy cockpit for fishing and camera work, space for anchors, chain locker, camera lockers and a two-way radio. This sounds like a big order — but we got it all into 26 feet! She runs like a dream at bay speed (6 knots); she will idle down to trolling speed and slow down to a turtle crawl if necessary. She will get up and rattle along at a good sound 20 land miles and can cruise forever (I hope) at 15 knots. She is 26′ over all, with 8′ 6″ beam and has a draft of only 30″.

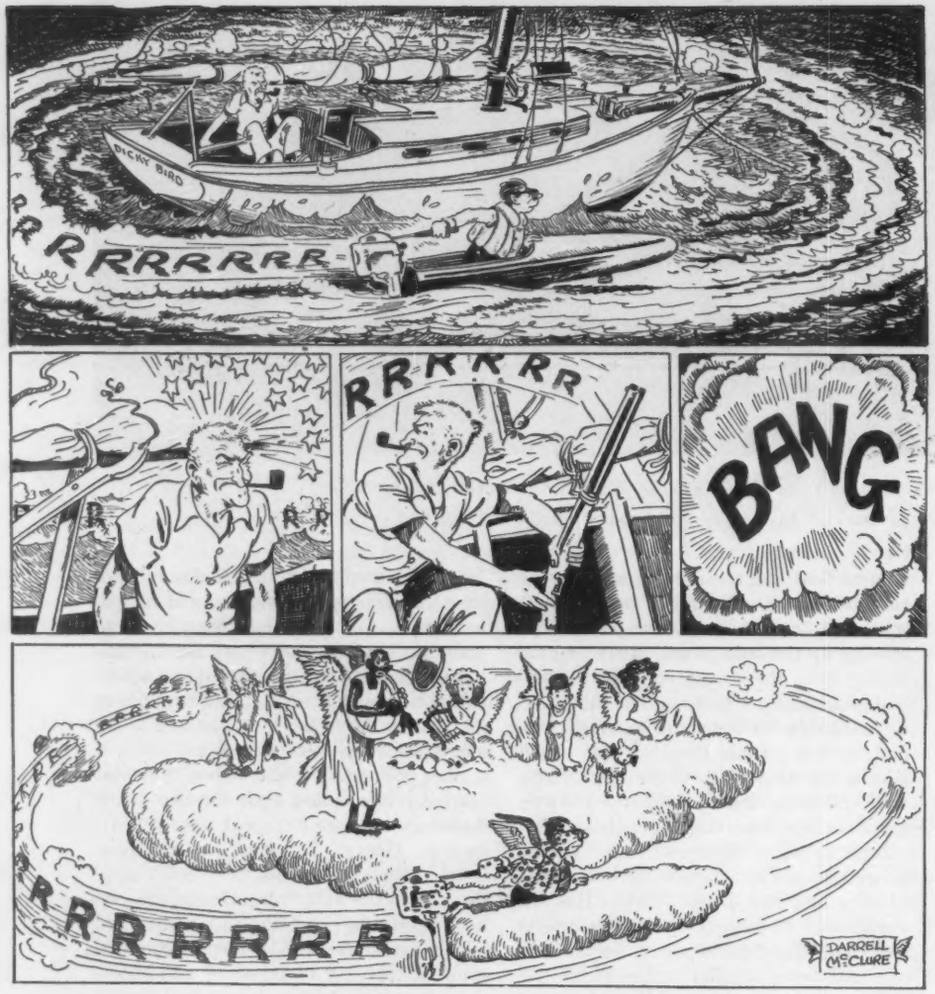
The engine is a Chrysler 6–85 with a 2:1 reduction gear and swinging an 18″ by 16″ prop. Two tanks, installed amidships on either side of the engine, hold 55 gallons each. We have an 18-gallon fresh water tank, two bunks with inner springs, a galley with all the trimmings, and a fully equipped head. There is full headroom in all parts of the ship below. Just half of her length is in her open cockpit.

She was partly built when the war started but was laid aside for two years. Suddenly I ran on to an old eastern boatbuilder, George Lawson, one of those dyed-in-the-wool chaps who can't stay away from the waterfront. George finished her up. He designed the tanks, installed all the machinery and put her in commission. In this day of priorities and shortages, it is some task to take a hull that is mostly frames, transom and keel and put her in the water. George did it.

Incidentally, I think that *Merrie Skipper* is the first pleasure boat to be christened in Southern California since the war started.

KENT HITCHCOCK

Right, the owner's junior crew helps "dress ship." Below, the "Merrie Skipper" shows her paces



Cautious Conrad: " 'Round and 'round she goes!"

WINTER SAILING IN SO. CALIFORNIA

▶ Newport Harbor Y.C.'s Annual Christmas Regatta was sailed December 30th–31st over the all-bay courses in Newport Harbor. The weather man served up warm, sunny weather with the wind just a little too soft for the bigger classes. Seventy-six boats in 11 classes turned out, the largest turnout since Pearl Harbor put an end to racing on the ocean courses. Some skippers have become adept at racing in the crowded lower bay traffic and can thread a course through the maze of pleasure boats, and even avoid the Balboa auto ferry, without sacrificing an inch of position. Newport Harbor Department patrol boats stand by to keep the starting line clear of the usual bay traffic and follow along to keep the course as clear as possible, but even with this help it takes an alert skipper to keep his boat at her best, cover his competitors and at the same time keep from ending up in a traffic jam. Here are the first place trophy winners: Six-Metre, Bill Slater, *Tanal;* Star Class, J. Kelly, *Hells Angel;* P. C. Class, George Strom, *Bris;* P. I. C. Class, Bill Inslee, *Chalupita;* Albatross Class, Bill Colville, *Kuni-Ipo;* Falcon Class, Skip Schock, *No. 43;* Snipe Class, Bob and Betty White, *Bobbette;* Pacific 14-Foot Dinghy Class, B. Ficker, *Chaser;* Penguin Class, J. Ruby, *$240;* Dyer Dinghy Class, Bill Baxter, *Goblin;* Balboa Dinghy Class, Drew Gram, *No. 42.*

The Balboa Y.C.'s Winter Series for P. C. Class boats wound up with George Strom (*Bris*), in first place, Roger Ament (*Misty*), second and Sid Wilkinson (*Koala*), third in the fleet of 11 contenders.

The Newport Harbor Y.C. is holding week-end races for the Six-Metre fleet, which came out of wartime retirement for the Christmas Regatta, enjoyed the experience and apparently has decided to keep the moss off the bottom with a little activity. Five "Sixes" have raced in each of the three series held to date.

KENT HITCHCOCK

POSTWAR OCEAN RACING

▶ A recent interchange of correspondence between the Cruising Club of America and the Royal Ocean Racing Club of Great Britain serves to confirm the fact that ocean racing is coming in for its full share of postwar planning. Already there have been preliminary discussions of the first "after the war" Bermuda and Fastnet races and, as a result of Al Stanford's suggestion, the British will undoubtedly give further consideration to the idea of their financing the cost of sending a yacht and crew to this country on the occasion of the first race to the "Onion Patch."

COMMODORE DAVID E. ("GIM") HOBELMAN

▶ David Hobelman, or "Gim" as he was called by his host of friends, died in Chicago on January 25th at the age of forty-seven. For many years "Gim" devoted his time and talents as a writer to yachting and Coast Guard activities on Lake Michigan.

He was secretary of the Chicago Corinthian Y.C. for eight years and was elected commodore in 1943. During this time he edited the *Squall*, one of the best known of the local yacht club publications. He was appointed secretary of the Sail Yacht Squadron in 1943.

In January, 1944, he became editor of the Lake Michigan Y.A. publication, *The Spreader*, and here his widespread fellowship with yachtsmen, his ability to pick the news, and his interesting style of writing created a medium of circulating news of the lake not only locally but to Coast Guardsmen and yachtsmen on active duty in the armed services.

In December "Gim" was given the silver token emblematic of life membership in the Columbia Y.C. of Chicago, and in January the club gave him a silver membership card in appreciation of his services as a member of the Race Committee. He was also a member of Michigan City, Escanaba, Waukegan, and Southern Shore Y.C. and of the Great Lakes Cruising Club. He was Chief Training Officer of Flotilla 3, Temporary Coast Guard Reserve, and was active in the Coast Guard Auxiliary.

"Gim's" keen interest in the sport he loved coupled with his quiet, friendly manner and keen wit made him welcome in any gathering of yachtsmen. His passing leaves a place that will be hard to fill.

THEODORE M. DUNLAP

CALENDAR

Inter-Collegiate Y.R.A.

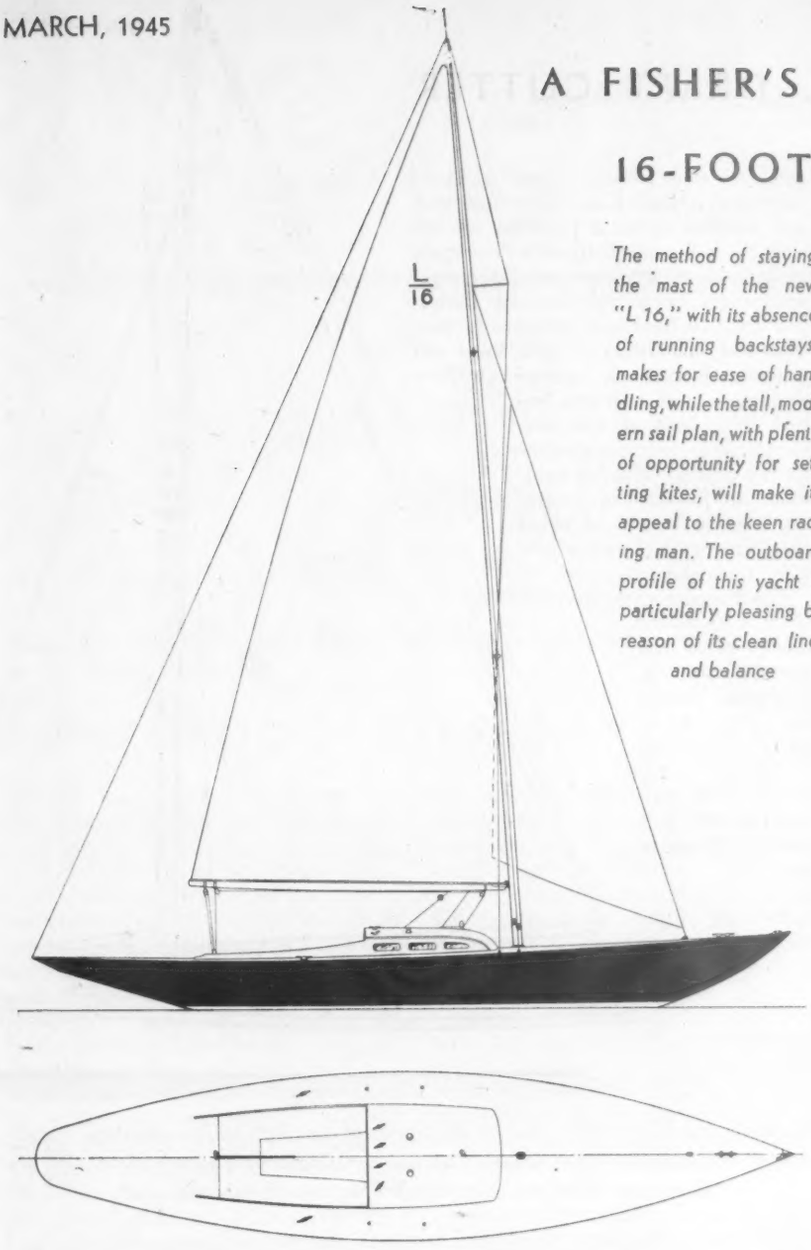
Spring Dinghy Schedule (Tentative)

April 8 — 9th Semi-Annual Greater Boston Inter-Collegiate Dinghy Championship for the Rudolf O. Oberg Trophy. Charles River Basin. (Northeastern University Y.C.)
April 22 — 15th Boston Dinghy Club Challenge Cup Regatta. Charles River Basin. (Nautical Association of M.I.T.)
April 28 — 5th Dual Regatta — Coast Guard *vs.* Navy. Thames River. (U. S. Coast Guard Academy B.C.)
April 29 — 5th Annual I.C.Y.R.A. Eastern Dinghy Championship for the George Owen Trophy. Thames River. (U. S. Coast Guard Academy B.C.)
May 6 — 10th Annual Spring Invitation Dinghy Regatta for the Lucian Sharpe Memorial Trophy. Seekonk River. (Brown University Y.C.)
May 12–13 — 5th Annual I.C.Y.R.A. New England Dinghy Championship for the U. S. Coast Guard Academy Alumni Association Bowl. Thames River. (U. S. Coast Guard Academy B.C.)
May 13 — 5th Annual I.C.Y.R.A. Middle Atlantic Dinghy Championship for The America Trophy. Severn River. (Navy A.A.)
May 13 — 13th Semi-Annual I.C.Y.R.A. New England Associate Member Dinghy Championship for I.C.Y.R.A. Trophy. Charles River Basin. (Nautical Association of M.I.T.)
May 19–20 — 9th Annual I.C.Y.R.A. National Dinghy Championship for the Henry A. Morss Trophy. Charles River Basin. (Nautical Association of M.I.T.)
May 27 — Dual Regatta, Coast Guard *vs.* M.I.T. (Stars). Thames River. (U. S. Coast Guard Academy B.C.)

Long Island Sound

June 8 — Off Soundings Club Invitation Spring Race Stamford, Conn., to Manhasset Bay, L.I.
June 23–24 — Annual Riverside-Stratford Shoal Race Riverside Y.C., Riverside, Conn.

A FISHER'S ISLAND 16-FOOTER OF PLYWOOD



The method of staying the mast of the new "L 16," with its absence of running backstays, makes for ease of handling, while the tall, modern sail plan, with plenty of opportunity for setting kites, will make its appeal to the keen racing man. The outboard profile of this yacht is particularly pleasing by reason of its clean lines and balance

IN THE year 1934 the Luders Marine Construction Co., of Stamford, Conn., designed and built a new class of smart racing sloops for the Fisher's Island Yacht Club; the class is known as the "L 16". The general dimensions of these boats are: length over all, 26'4"; length on the water line, 16'4"; beam, 5'9"; draft, 4'0"; sail area, 204 square feet.

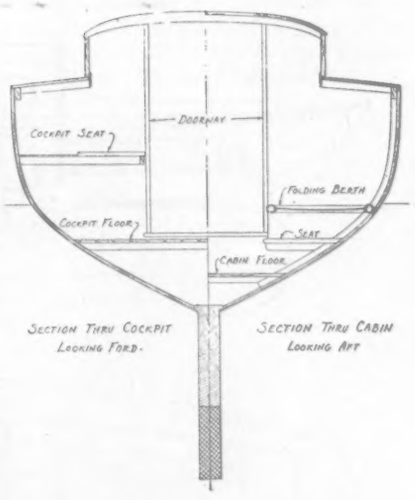
The class proved popular and, as a result, boats were bought by yachtsmen from many parts of this country and some were even delivered abroad. At the time they originally came out, these boats were considered quite advanced so that in building additional boats to the class the designer feels it unnecessary to make any change in the rig, which is efficient and extremely handy. It will be noted from the plans that no running backstays are called for, a permanent backstay and the now familiar jumper stay and strut taking the pull of the jibstay. Both jib and main sheets lead to the cockpit as is usual in yachts of this type.

Recent developments in premolded plywood construction, in which the Luders Marine Construction Co. has played a leading part, have convinced the company's designers that this is the ideal method of building for boats of this description, so it is their plan to build a number of additional boats of the "L 16" class by this method for spring delivery. The hulls will be built of five-ply mahogany molded plywood, without frames. Decks and cabin tops also will be of plywood construction. Materials, in accordance with the usual Luders standards, will be of the best throughout; lead keel, bronze bolts, hollow spruce spars, stainless steel standing rigging and sails by Ratsey and Lapthorn will be standard equipment. With a view to improving the appearance of the boat slightly, it is planned to make a very minor modification in her sheer line and also in the curve of her bow.

While not intended for extended cruising, this class is provided with two seats in the cabin where there is sitting headroom. Two pipe berths will accommodate her crew for over night if they are racing at a distant point and have to spend the night aboard; also, of course, a couple of people who are ready to put up with a certain amount of discomfort can use the boat for week-end or even longer cruises. As this is primarily a racing boat, however, it would be extremely unwise to load her down with the gear necessary for even the simplest cruising if one were going to race her seriously — as boats like this should be raced.

There can be little doubt that in the postwar yachting world boats of this type, providing as they do so many attractive features, will be extremely popular. For afternoon sailing the commodious cockpit, with coamings at just the right height, offers comfort to four or five persons, while the cabin provides space for necessary gear and a refuge in case of a sudden squall. The simplicity of her rig will appeal to the sailor who is tired of bothering with running backstays and who wants his jib and main sheets at his fingertips.

For racing, of course, the boat is ideal, being perfectly balanced, fast and weatherly and, in addition, beautiful to look at. Add to these advantages the fact that her hull cannot leak, that it will be easy to keep up, both within and without and, finally, that her price is to be within the reach of a man of modest means, and you have a boat that bids fair to increase in popularity with the passage of time.



The section above shows the absence of frames. This not only increases the amount of room available in the boat but also makes her easier to keep clean and painted inside. Simple cruising accommodations are provided by the pipe berths, one on each side of the cabin

The plans reproduced in this section are the property of the designer under whose name they appear. For further information concerning any design address the naval architect in question.

A 43-FOOT SHOAL DRAFT CUTTER

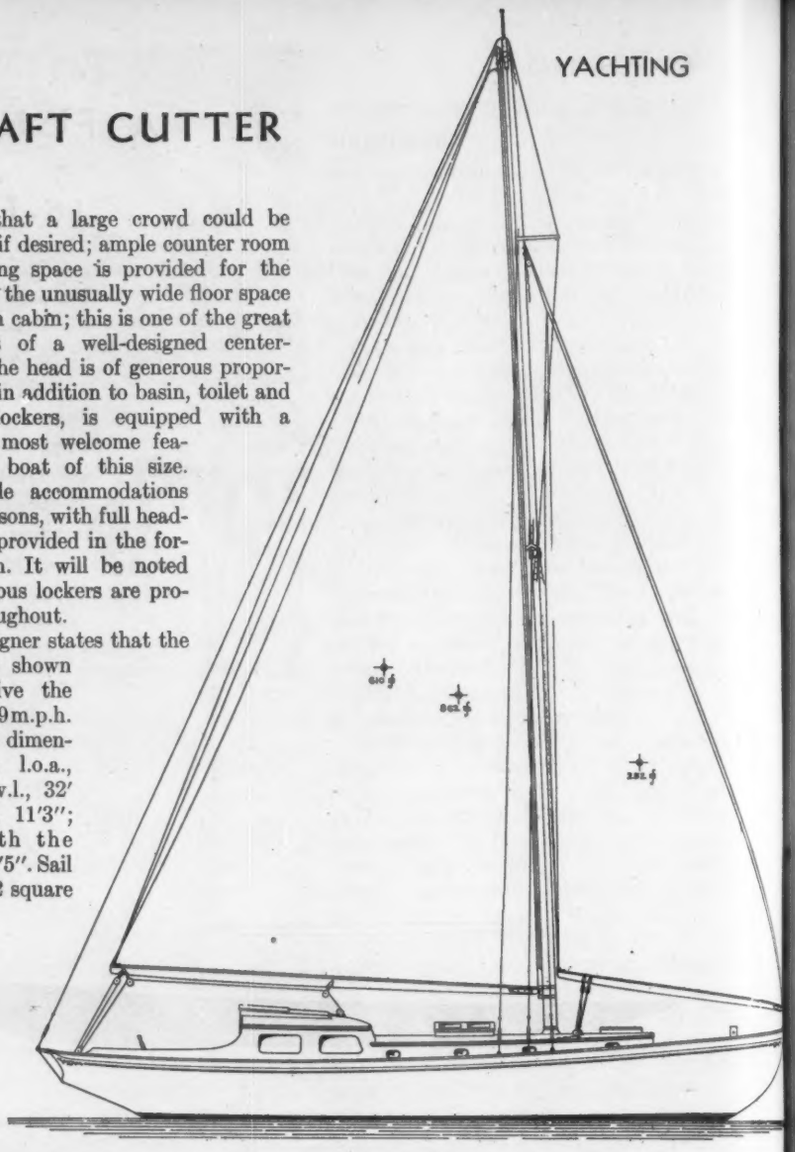
THE accompanying plans from the board of John G. Alden, of 131 State Street, Boston, Mass., show an attractive cruising cutter with a number of rather unusual features. Her designer states that he has tried to combine the advantages of a motor-sailer with those of a smart sailing craft and an inspection of the drawings indicates that he has succeeded to a large degree.

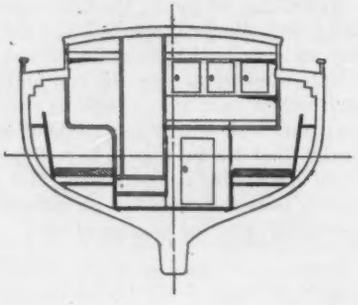
Being shoal of draft and wide of beam this boat will have unusual accommodations for a vessel of her length, and the well proportioned deckhouse contributes largely to this desirable end. Note how cleverly the after end of the centerboard trunk has been worked into the galley and dinette arrangements so that its presence is all but unnoticed. The forward part of the trunk is under the cabin floor. The dinette arrangement in the deckhouse makes an ideal place to eat and will also double as a navigator's room. In foul weather, the deckhouse will be particularly appreciated, allowing, as it does, a view in all directions without the necessity of going on deck.

The galley, which is located amidships, is handy to the dinette and to the main cabin so that a large crowd could be catered to if desired; ample counter room and working space is provided for the cook. Note the unusually wide floor space in the main cabin; this is one of the great advantages of a well-designed centerboarder. The head is of generous proportions and, in addition to basin, toilet and generous lockers, is equipped with a shower, a most welcome feature in a boat of this size. Comfortable accommodations for two persons, with full headroom, are provided in the forward cabin. It will be noted that generous lockers are provided throughout.

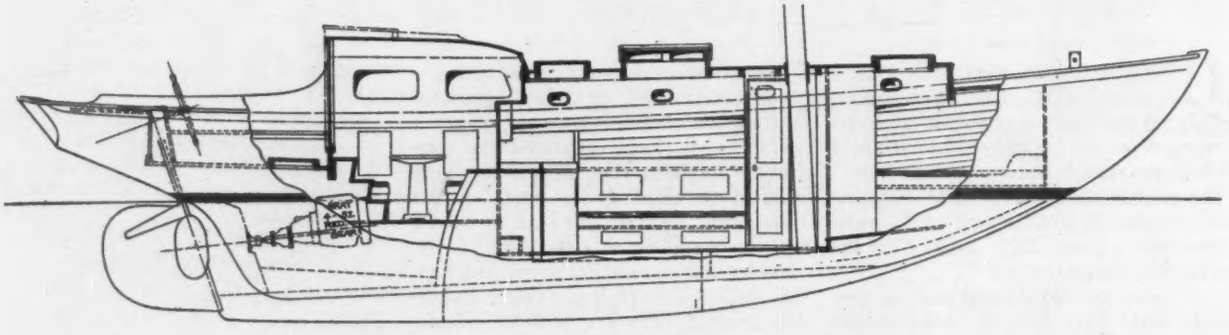
The designer states that the Gray 4-52 shown should drive the boat about 9 m.p.h.

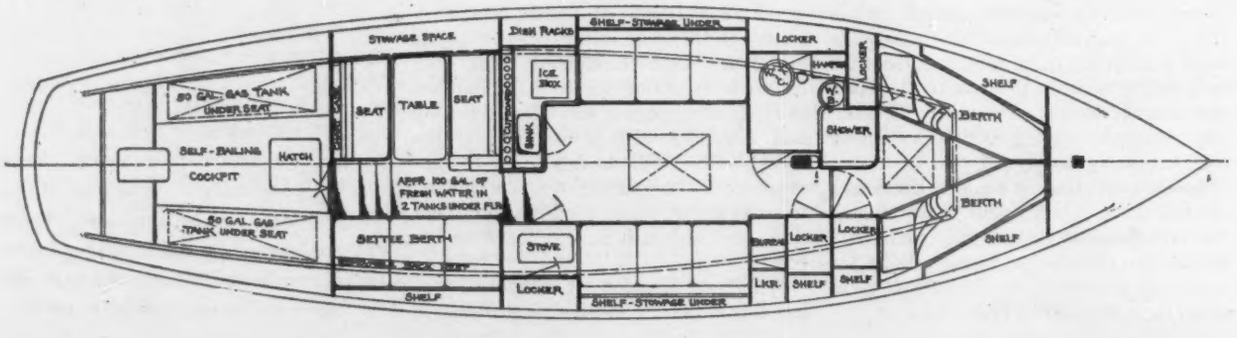
General dimensions are: l.o.a., 43'10"; l.w.l., 32' 6"; beam, 11'3"; draft with the board up 4'5". Sail area is 862 square feet.

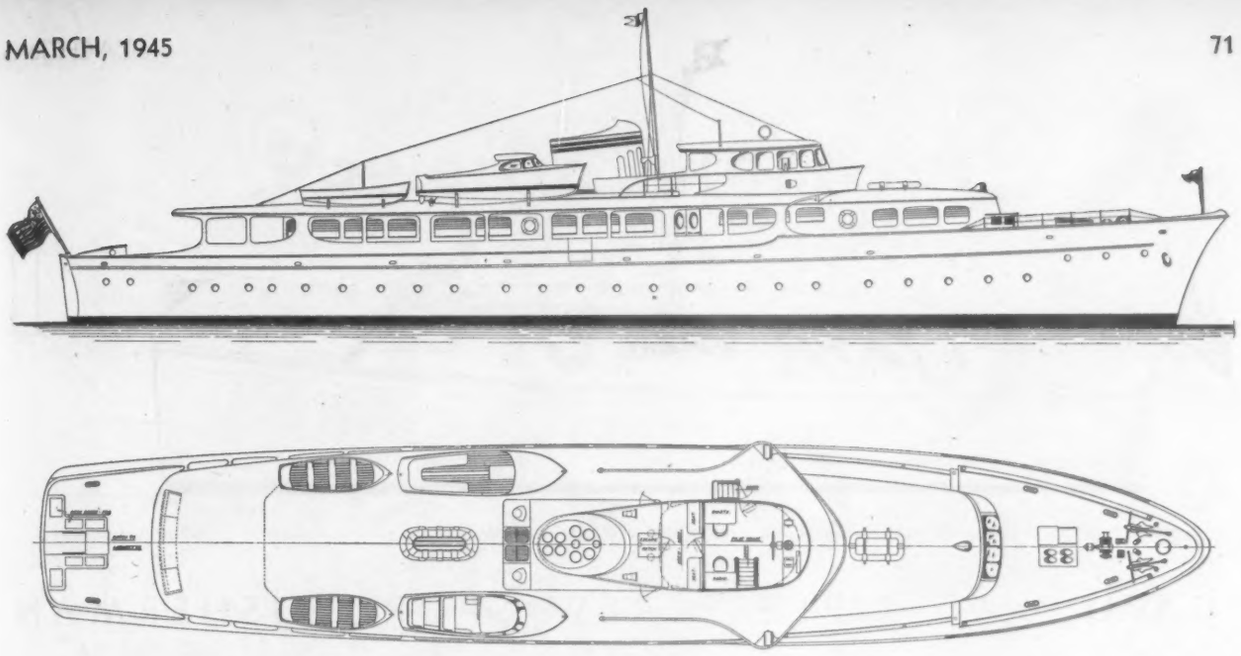




The sail plan, while moderate, offers the opportunity of using light sails to advantage. The absence of running backstays will appeal to cruising men. Comfortable accommodations for five persons are shown and the centerboard has been cleverly concealed







The profile of this handsome yacht bespeaks both speed and seaworthiness. Streamlining has been kept conservative and essentially functional

A 151-FOOT DIESEL YACHT FOR TRUSCOTT

THE drawings of the handsome 151′ diesel yacht from the board of Frederick Lippold, for a client of the Truscott Boat & Dock Co., of St. Joseph, Mich., show a blending of the ultra-modern and the conventional. Conditions laid down by the client called for a yacht of ample cruising range, with emphasis on speed and seaworthiness, of modern but not excessively streamlined appearance. It would seem that the designer has met these requirements admirably.

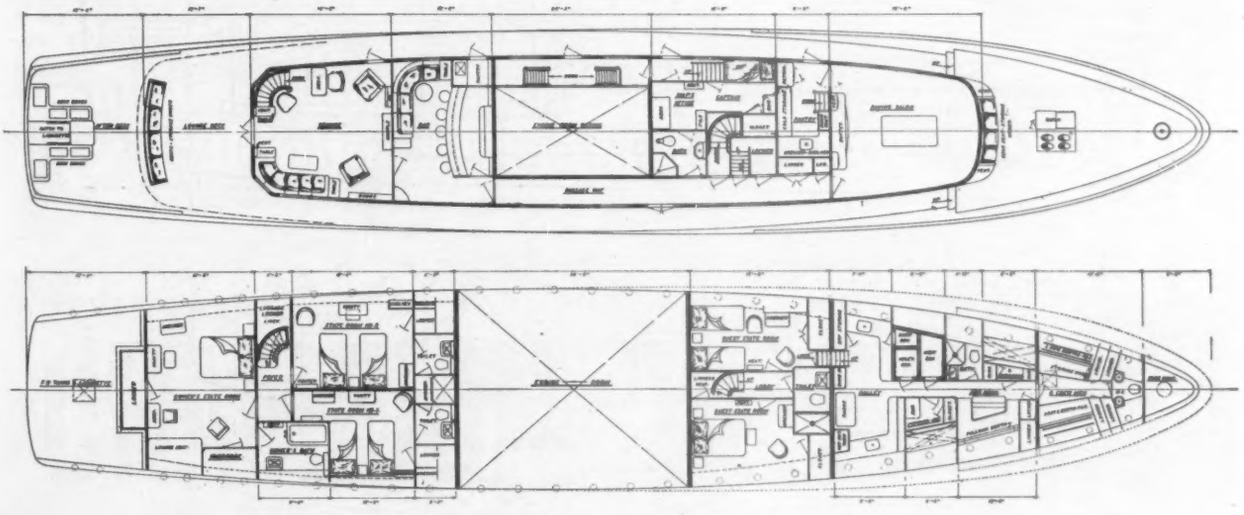
There are three large staterooms abaft the engine room and accessible from the lounge above; the two staterooms forward are slightly smaller and are reached from the main deck passageway. A covered lounge deck with built-in seats at its after end provides generous seating capacity. The whole arrangement aft gives a lounging space of 60′ length, providing a sun deck, a shade deck and an interior lounge with a bar. Forward of the engine room casing on the port side are the captain's quarters and ship's office with a ladder to the bridge. To starboard is a toilet and shower, a stairway to the forward staterooms, a ladder to the pilot house, lockers and a passageway to the dining salon.

The bridge extends slightly over both sides which should be helpful in docking or close navigating. On each side is a powerful searchlight with a side light beneath. Abaft the stack, which is quite large but well proportioned, is the boat deck with a 22′ owner's launch, 22′ service tender and two 14′ rowboats.

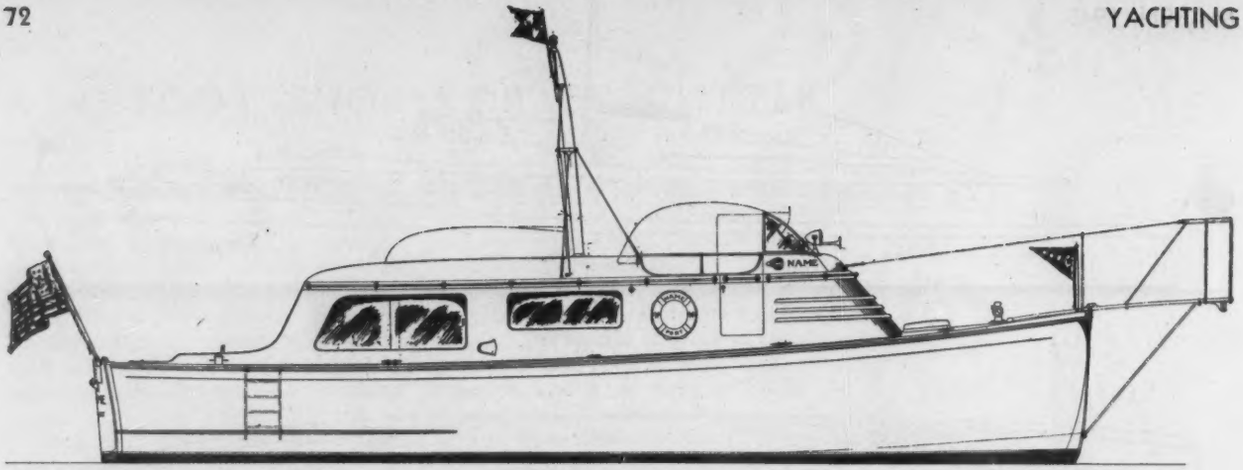
In lieu of stanchions, the shell plating is carried right up as a support to the boat deck, giving the vessel a massive appearance.

Two 2000 hp. Fairbanks-Morse Diesel engines, delivering a total of about 3000 shp. at 740 r.p.m., will give the vessel a sea speed of 24 m.p.h. with a cruising range of over 3000 nautical miles. Fuel and water are carried in the double bottom with adequate subdivision of tanks for safety. Ample electric power is assured by two 10 kw. diesel generators. There will be complete air conditioning in all living quarters below decks including those for the crew, as well as the enclosed rooms on the main deck.

Construction is to be of steel, all welded with longitudinal framing. Five main bulkheads subdivide the vessel above the double bottom into six compartments any one of which may be completely flooded without affecting stability or safety. The yacht will be built to the American Bureau of Shipping's highest classification.



The accommodation plan shows luxurious quarters for an owner's party of ten persons, with generous public spaces



The profile of this boat shows pleasing balance and a restrained use of streamlining. Note the control station on the cabin top to port

"CAVU," A TRIPLE SCREW SPORT FISHERMAN

HERE, from the board of Eldredge-McInnis, Inc., of Boston, Mass., is a fast power boat of unusual appearance that was designed to meet a specialized need and appears to have filled the owner's requirements admirably. Intended for sport fishing off the coast of Florida, *Cavu* cruises comfortably at 30 miles per hour.

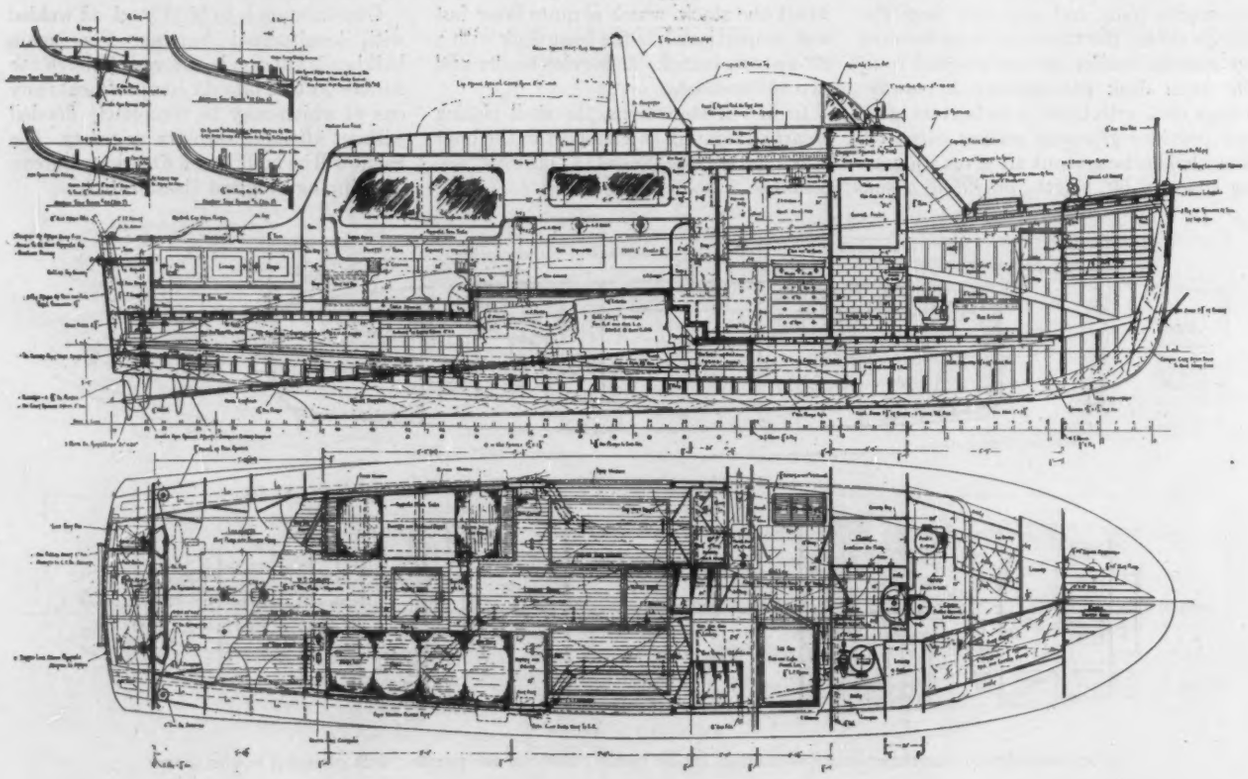
Forward, abaft the usual chain locker, is a roomy forecastle for one paid hand. Next aft is the owner's toilet and a good-sized locker. A large galley, bar and a commodious locker for fishing gear come next. Abaft the bar-galley comes a bridge deck over the motor compartment which is unincumbered, providing ample lounging room. Three large flush hatches in the bridge deck give access to the motors.

Next aft comes a dinette to port and a sofa or seat to starboard. Here the owner may spend the night if he elects to remain aboard and privacy may be had by dropping a roller screen at the after end of the house, normally open at this point.

Adequate space for two fishing chairs is provided in the open cockpit aft, while fish boxes are located under the after deck and an iced bait box is under the after dinette seat. Nothing has been overlooked in fitting out this yacht for sport fishing, from the pulpit forward to the roller on the stern for hauling the big fellows aboard. A special pram was designed to blend with the lines of her cabin roof.

An interesting feature is the arrangement of the bridge which is a small space located at the forward end of the cabin on the port side; it commands an unobstructed view in all directions. This detail should be helpful when harpooning swordfish. *Cavu* may also be controlled from the after cockpit, if desired, through Bendix controls to her three Hall-Scott Invaders. Abreast of the small control bridge on the cabin top is a wide sun bed which may be protected by a folding, auto type top, if desired. The general dimensions of *Cavu* are: l.o.a., 46'0"; beam, 11'10"; draft, 3'0". She was built by George Lawley & Son Corp.

From the accommodation plan it is apparent that no effort has been made to crowd in cruising quarters. Generous power is provided by three motors



Powerful Incentive!

All of us like to dream and plan of better days to come. Such planning is a powerful incentive to every earnest American to contribute to the limit to the speedy winning of the war.

Post-war boating will undoubtedly offer new conveniences, comforts, security and dependability. Engine performance will be stepped up—power, speed and economy will reach new high levels. Here is where Champion Spark Plugs—long the preferred spark plugs for every marine engine—can and will contribute materially to your boating pleasure.

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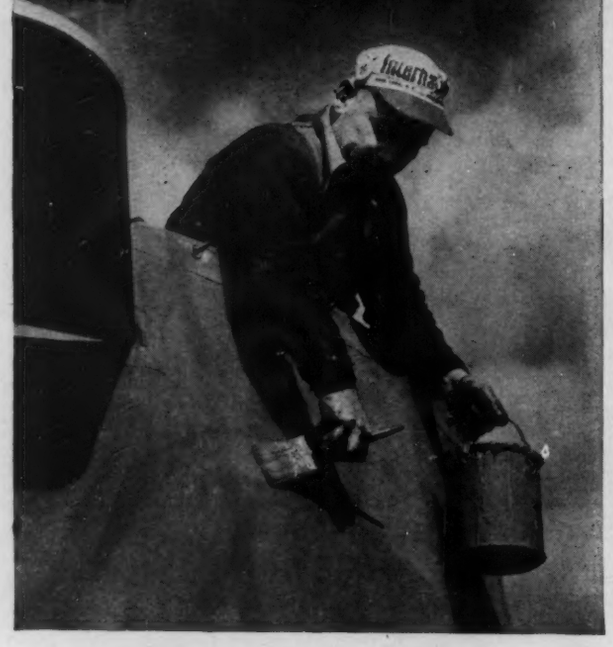

Canvas covers for guns, machinery and lifeboats must blend with the decks or they stand out from the boat like sore thumbs. Paint on such canvas will crack when handled and permit moisture to enter and damage fabric. To meet this need International has produced a canvas preservative that not only produces the desired color but actually waterproofs the canvas and seams. It limits the possibility of staining, mildewing and rotting while the canvas is in service or stored and keeps it pliable. The fact that it is flame resistant when dry reduces fire hazard. Used for the Army, Navy and Coast Guard. Send for particulars and prices.

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AGENTS IN EVERY IMPORTANT PORT

IN THE WIND

▶ Lt. Gilson Rohrback has spent a lot of time in subs and seen a lot of action but the actions of an amorous whale loom as perhaps the most intriguing in his recollection. This leviathan was sighted when the lieutenant's craft surfaced one day. The monster was romping around, spouting and gyrating, showing off at a great rate. When the sub submerged, the whale came alongside and "nuzzled" the ship affectionately. According to Lt. Rohrback, this performance went on for days until, finally, the lovesick leviathan abandoned his wooing, evidently convinced that another noble experiment had failed. . . .

▶ One of this magazine's patient editors had to reply to the following missive the other day and it took some resourcefulness. . . . This is what the inquirer wrote . . .

> Seeing that you publish the Yachting Magazine I would want to know if you would kindly give me information pertaining to the worlds (sic) Square Rigged sailing craft if that is too much then just give me information about Americas (sic) Square Riggers, things like how would you go about getting on one? where are they located? Who owns them and what are the vessels (sic) names. . . .

▶ A valiant young sailor back from the wars with the rank of lieutenant was told by an admiring friend the other day he ought to be a commander, at *least*. "Hell!" responded the hero with emphasis, "All I want to be is a civilian!"

▶ Stout-hearted men and women of the American Y.C. (Rye, N. Y.) are Keeping the Flag Flying, as the saying goes. Unable to swing the task of maintaining the main clubhouse in its pristine glory throughout the winter, they took over the junior annex — installed an old-fashioned cook stove for heating purposes. What's happened is that this rendezvous has become tremendously popular. On the cook's night out, members bring their food, cook it on the tremendous stove and enjoy a community dinner party in grand style. . . .

▶ John Alden enjoys telling the one about the time he delivered a *Malabar* at Annapolis. As he was sailing her into the harbor, the midshipmen's fleet of yawls came sailing out with a fair wind and spinnakers set. . . . As one of the fleet came abreast of *Malabar*, John and his shipmates heard the officer in command (of commander rank) bawl out to a middie who was trimming the spinnaker sheet: "Whoa, that's enough!"

▶ Now it's Lt. *Cdr.* Joseph Appleton, I'll have you know. . . . But he's just as eager as ever to live on the shore of a pond, come peace, and confine his nautical adventures to canoeing. . . . And George Townsend is finding more to do around the house in Essex than he ever had on his hands with any one of his *Cheerios*. . . .

▶ Lt. (jg) Bill Fox, currently instructing at Great Neck Maritime Training School, reports that a jittery guy answered questions on a statistical record as follows:

Date of birth.....March 17, 1944
Sex.....Occasionally
Marital status.....Third Mate

▶ The *pen*guin is flightier than the *sword*fish. . . .

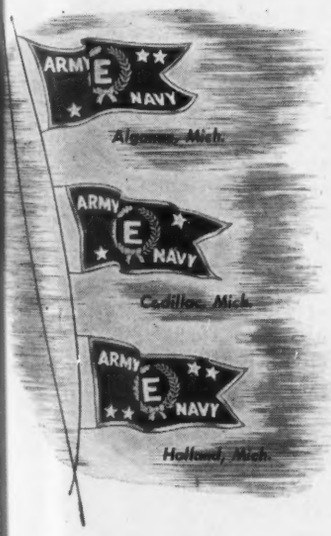
NEATEST TRICK OF THE WEEK

▶ "Stand by to jibe!" yelled Captain Abel. He threw the wheel over and the *Emily* came smartly into the wind and fell away on the other tack. . . ."

Apparently a nautical jibe is about the only one with which the astute Harold Ross, of the *New Yorker*, isn't familiar . . . .

TELLTALE

A few Chris-Craft firsts



FIRST in the world to apply the principle of the internal combustion engine to boats in standard production.

FIRST in the marine field to apply the technique of mass production to produce highest quality at the lowest possible prices.

FIRST to bring the many benefits of boating within the means of the millions of people of modest income.

FIRST to distribute motor boats through a world-wide dealer organization.

FIRST in the marine field to feature: Level Riding, rubber engine mountings, modified V-bottoms, high speed engines.

FIRST in total sales in both dollar volume and units in every country in the world with navigable waters.

Your Chris-Craft Dealer will furnish details on the new Chris-Craft Runabouts, Utility Boats and Cruisers which will be ready after Victory.

WE ARE 100% ON WAR WORK NOW!

Buy U.S. War Bonds Today—

Tomorrow command your own

Chris-Craft

CHRIS-CRAFT CORP., ALGONAC, MICH. ★ WORLD'S LARGEST BUILDERS OF MOTOR BOATS

...AND I PUT OUT A BLAZING ENGINE AT THE SAME TIME!

You can really do it... put out an engine fire without lifting a finger, if your postwar boat is equipped with a Kidde automatic built-in system.

At the first sign of a fire, the Kidde system—similar to those protecting most of the PT, crash and patrol boats now in service—goes into action automatically. Flame-smothering carbon dioxide gas fills the engine space... choking the blaze *in twenty seconds or less!*

The dry, inert gas is harmless, non-corrosive... cannot damage the engine or other parts of the boat. It leaves no after-fire mess behind — no moisture or residue.

Many postwar boats will be delivered with this modern fire-extinguishing system already installed. Your present boat, too, can be easily fitted with a Kidde system, automatically or manually controlled—your boatyard operator can do the job. Ask him for full details, or write direct to Walter Kidde & Company.

Kidde systems, also known as LUX, carry full approval of Underwriters' Laboratories for motor boats.

The word "Kidde" and the Kidde Seal are trade-marks of Walter Kidde & Company, Inc.

K Kidde

Walter Kidde & Company, Inc.
140 Cedar Street • New York 6, N. Y.

THE SOUTHERN LAKE MICHIGAN DINGHY SEASON

▶ A review of the 1944 fall dinghy results shows considerable activity for a war year. The Chicago Y.C. series was held in Belmont Harbor with an average of seven races being sailed each Sunday for ten Sundays. Courses were about a half a mile around, with two laps to a race except when the wind was too light. The Chicago Y.C. fleet consists of some 15 Class D Dyer dinghies, 10′ long, all but two of which are marconi rigged.

Although in past years racing was on a point-series basis, this year each Sunday race was sailed on a regatta basis with prizes being put up by various club members. The first race for the so-called "Salt Water Trophy" was sailed out into the lake — all dinghies making a complete circuit of each harbor — resulting in a race of some six miles. There are two perpetual trophies, the Leeds Mitchell Trophy, which has been in competition some five years (won this year by Harry Nye after five years of trying), and a new trophy donated by Commodore P. H. Danly. Harry is the first to have his name engraved on the Danly Trophy, nosing out Eddie Schnabel, Jr., by a slim margin. The outstanding and most consistent winner was Eddie Schnabel, Jr., a V-12 student. Best showing by a newcomer was turned in by Americus ("Bunty") Nye, a brother of Harry. Dinghy racing is taken seriously at the Chicago Y.C., and a good representation of crack skippers from the R Class, Tumlaren, Star and other "regular season" fleets keep their hand in.

The Columbia Y.C. held its fall series in the inner part of the main Chicago Harbor, courses ranging from three-quarters to one mile in length. The club's fleet consists of 15 Class B, clinker-built dinghies, with a marconi cat rig, built to the club's own design. The boats are 11′ 6″ long, weigh 250 pounds, with a 35-pound centerboard. They carry an 18′ 6″ spar and have a sail area of about 75 sq. ft. Some 10 to 12 of them are active at the present time, although about 25 were built six years ago.

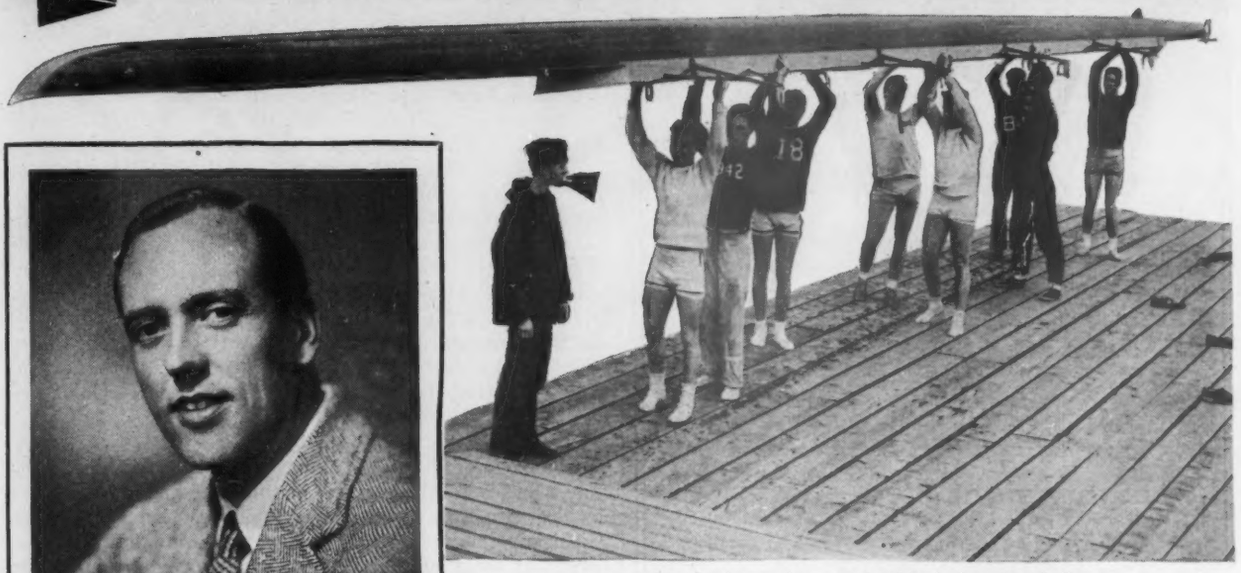
There were eight days of Sunday afternoon racing during the fall. A skipper must compete in at least 80 per cent of the races to qualify for the season's championship, for which first, second and third prizes are awarded. In addition, a prize is awarded each Sunday for first place, but no skipper may win more than two prizes for the season (which means only one Sunday prize and one season's championship prize). This system maintains incentive for the skippers who don't quite hit the top. Jack Holbrook, with his wife Frances as crew, carried off the season's championship with a point percentage of .880; George Marcha, with his wife Inez, took second place with .844; J. Hoddle, with Mary Gardner as crew, made the third position with .500.

The dinghy fleet of the Jackson Park Y.C. now consists of seven out of the 14 original Peterboro-built 9′ 6″ over all, shiplap dinghies. They spread 54 sq. ft. of sail area on a 17′ spar and are marconi cat rigged. The boys have improved on the builder by knocking off the skegs, thus being able to spin about on a dime, but at the cost of making a bit of leeway.

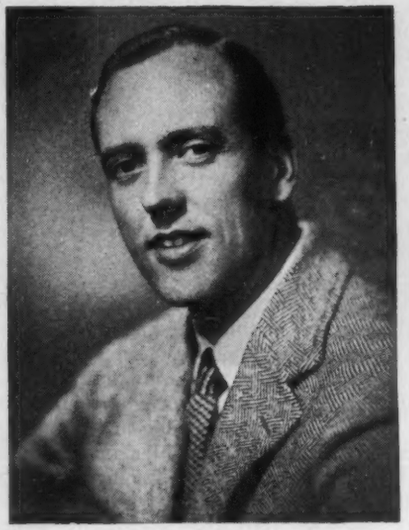
Jackson Park Harbor is not particularly suited to dinghy racing because of its small size and landlocked condition and, from 1941 to 1943, the fleet sailed in Chicago Harbor off the Columbia Y.C. They moved back to Jackson Park in 1944 because of the gas shortage and other wartime conditions.

The most coveted prize of the season is the Fred Weston Perpetual Trophy. Fran Byrne won permanent possession of it some time ago through three successive victories but put it back in

WHEN BOATS *Weigh Less* THAN THEIR CREWS . . .



Speed takes to the water in this sleek racing shell of Weldwood. Strong and durable . . . no weighting down with patch and varnish year after year.



Francis W. Hagerty, of Cohasset, Mass., is one of the country's leading designers and builders of racing shells.

A pioneer in progressive design, Mr. Hagerty says: "Much of the success of modern shell racing is attributed to the development of such a lasting material as Weldwood — a 20th century trick for the old dog of rowing."

Where every ounce counts — as in the building of fine racing shells — Marine Weldwood's remarkably high strength/weight ratio makes it the preferred material.

And this same feature — high strength/weight ratio — makes Marine Weldwood the preferred material for *all* boat building.

Pound for pound, Marine Weldwood is stronger than steel . . . yet easily worked. It bends readily to hull form . . . takes nails, screws or rivets close to the edge without splitting . . . holds to a minimum structural defects caused by warping, shrinking or swelling.

Use it for hulls, decking, planking, bulkheads, partitions, transoms, interiors and fine cabinet work.

In flat panels of Douglas Fir or hardwoods . . . bonded with phenolic resins . . . Marine Weldwood gives you strength, watertightness and beauty in one rot-proof, teredo-repellent material.

And Molded Weldwood promises great advances in post-war hulls. You can expect hulls molded, sleek and smooth, in one, stress-free piece.

So look to Weldwood and increased boating pleasure, when post-war models are launched.

Plastics and Wood Welded for Good

Waterproof Weldwood, so marked, is bonded with phenol formaldehyde synthetic resin. Other types of water-resistant Weldwood are manufactured with extended urea resins and other approved bonding agents.

WELDWOOD Plywood

Weldwood Plywood and Plywood Products are manufactured and marketed by

UNITED STATES PLYWOOD CORPORATION

New York, N. Y.

Distributing units in Boston, Brooklyn, Chicago, Cincinnati, Cleveland, Detroit, High Point, Los Angeles, Newark, New York, Oakland, Philadelphia, Pittsburgh, Rochester, San Francisco, Seattle. Also U.S.-Mengel Plywoods, Inc., distributing units at Atlanta, Jacksonville, Louisville, New Orleans. Send inquiries to nearest point.

NEW!

FOR SAFE STEERING

A Dependable Quadrant,
Lightweight Steel—
All Welded,
Correctly Designed,
Ultra-Strong!

It's just one of the many new "Dependable" and Sea-Seasoned Fittings in our new 1945 Catalog.

SEND TODAY FOR THE 1945 W-C CATALOG

You'll find quite a variety of items for sail and power—familiar items of W-C "Dependable" Marine Hardware — in our 1945 W-C Catalog—and a forecast of new postwar items! Send your name and address—enclose a quarter to cover handling costs—and you'll soon receive the new Catalog.

DEALERS—we're sending you the 1945 Catalog for the convenience of your customers, with complete information.

Wilcox, Crittenden & Co., Inc.
Manufacturers of "Dependable" Marine Equipment Since 1847
MIDDLETOWN, CONNECTICUT

competition a few years ago under substantially the original terms. However, it looks as though it might go out of circulation again since Gary Comer, Jr., with John McKeague as crew, took it in both 1943 and 1944. They also won the 1944 point series competition. The Weston Trophy is won on the basis of the best standing in a minimum of 15 races spread over a period of at least two weeks (to insure a fair all around test under varying weather conditions). In addition to this trophy, club prizes are awarded on a point series basis for the whole season. Races are sailed every Sunday, with some three to seven races per day, depending on the wind. The courses are about a half-mile, with one lap to the race.

Principal Summaries (Autumn Dinghy Series)

Chicago Yacht Club: (1) Edward Schnabel, Jr., (Edward Schnabel, Sr.); (2) Harry G. Nye, Jr., (Betty Nye); (3) Samuel M. Clarke, (Ruby Shaw); (4) Russell Moqn, (Lou. Shilladey); (5) Americus Nye, (Al Wyman); (6) Jack Vilas, (Joan or Donnie Buckingham).

Columbia Yacht Club: (1) Jack Holbrook, (Frances Holbrook); (2) George Macha, (Inez Macha); (3) Willis Ware, (Leslie Ware); (4) Ray Pullen, (Robert Tree); (5) J. Hoddle, (Mary Gardner); (6) Phoebe Nelson, (Hans Nord).

Jackson Park Yacht Club: (1) Gary Comer, (John McKeague); (2) Bob Landon, (Dick Stearns); (3) Howard Black, (Mary Ellen Black); (4) Max Lauderback, (Sue Lauderback); (5) Jack Rice, (Bob Lawry); (6) Gordon McKeague, (John Ruzich).

▶ Commodore T. M. (Bill) Blackwood of the Michigan City (Ind.) Y.C. is working on the formation of a dinghy fleet. It has an ideal situation with a spacious harbor opening into Lake Michigan, protected by a government breakwater but with comparatively little interference from wind currents from nearby structures. On the other hand, dinghy sailing in the Chicago harbors has to contend with tricky and often unpredictable wind shifts and cat's-paws caused by adjacent high buildings and large trees on the banks of the Park District harbors.

The spring dinghy season will start when the harbors become ice-free, generally between the middle of March and the first of April. Incidentally, the neatest summary of dinghy racing we've ever seen was written by Joan Buckingham, daughter of a Chicago Y.C. member, following the conclusion of her first season. It reads as follows:

THE MAIMING OF THE CREW

My back is bent;
My spirit's spent,
I'm all cramped up from crewing.
My little toe
Is blue, I know;
I fear pneumonia's brewing.

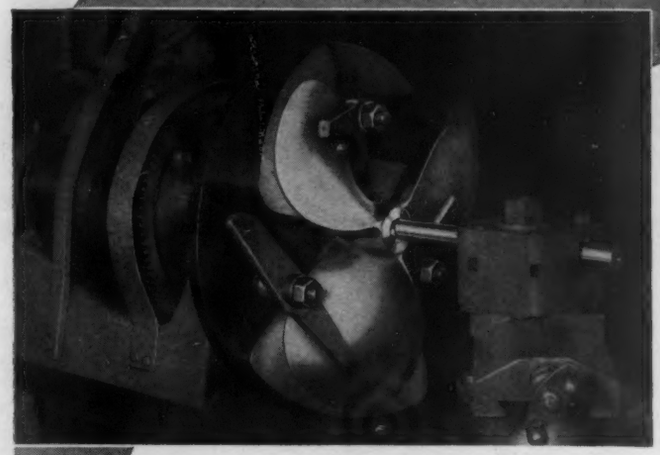
There is no breeze;
I sit and freeze,
The dink could stand some bailing.
We're pickle boat —
It gets my goat,
That guy sure flunks in sailing.

My knees are scarred,
My beauty's marred
From crouching in the bow.
I wish that I
Could show that guy
Just where to tack, and how.

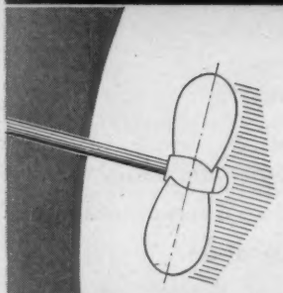
I'm just the crew
With naught to do
Save nurse my every bruise.
But what the heck —
Though I'm a wreck,
I'll keep on, win or lose.

HERMAN T. VAN MELL

Michigan's MACHINED-PITCH PROCESS Insures Better Propeller Performance!

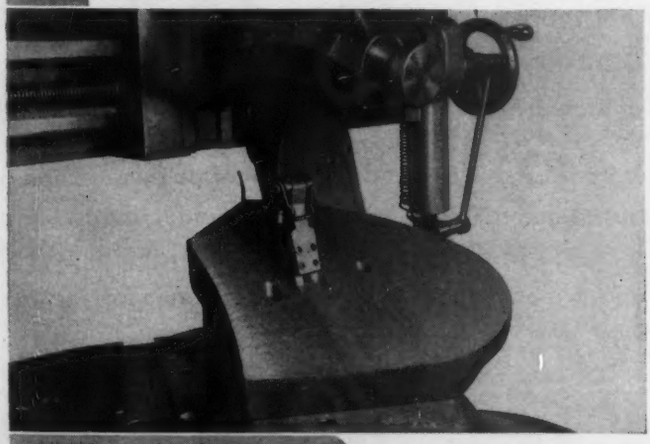


Boring a propeller by the MICHIGAN PITCH BLOCK method.



The *Michigan* boring method results in perfect, vibrationless delivery of power.

Right: What may happen by the usual 3-jaw method: imperfect tracking, shaft whip, vibration and power loss.



MICHIGAN'S cleverly devised Helical Planer machines a PITCH BLOCK, giving it a perfect helicoidal surface.

Take the matter of Boring for example. Obviously a propeller which has not been precision bored cannot track perfectly. The blades will wobble and react against varying weights of water. A once-per-revolution vibration is inevitable which loosens fastenings, stuffing boxes and may even snap the shaft. In the past, unfortunately, a very high percentage of these troubles were caused by the wobbling of propellers bored by the ordinary 3-jaw chuck method, the only method available until the MICHIGAN precision pitch block method was developed. In the Michigan method, the propeller is clamped against machined pitch blocks which positively insure its precise position for dead accurate boring. And even when final boring is done in the field, accuracy is assured because MICHIGAN provides a pilot hole, factory bored by the precision pitch block method.

Through every operation affecting pitch, spacing and inherent balance, the precision of each MICHIGAN propeller is controlled by the unerring accuracy of its corresponding pitch block. And precision means better performance.

40 years of specialization in the design and manufacture of propellers, plus the MACHINED-PITCH process, plus MICHALLOY — the tougher, longer-lasting (higher resistance to salt water corrosion) propeller metal — make MICHIGAN the finest propellers money will buy. Rated orders only can be accepted at the present time.

3 TIMES WINNER OF THE E AWARD

MICHIGAN WHEEL COMPANY · Grand Rapids, Michigan

There'll Be a New Work-Week . . .

DALE YACHT BASIN
BAYHEAD, N. J.

IDENTIFICATION OF BOATS

1 ALCY, 57-foot fast Diesel Yacht designed by F. C. Geiger and built by Mathis. Twin matched 6-cyl. Graymarine Diesels.

2 Century SEA MAID Runabout, available with several options of Graymarine high speed "Phantom" Engines.

3 Chris-Craft 24-foot CLIPPER, popular Family Cruiser, 1942 model.

4 VIPER III, 225 cubic inch Racing Hydroplane, built by Ventnor Boats Works, powered with Gray Racing Fireball.

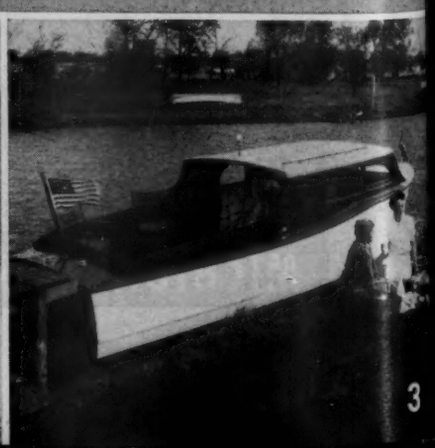
5 Fast 65-foot, 65 passenger, experimental boat, driven by four 6-cylinder Graymarine Diesels.

6 VALIANT, 26-foot Auxiliary Sloop, designed by Winthrop L. Warner, built by F. S. Flock, Inc. Gray Model "Four-22" with 2:1 reduction gear.

THIS is certain: that the wholesome, healthful sport of boating is going to experience a remarkable upswing from "the Coming Boom in Vacations."

Best of all, here is one domain that is not overcrowded. There is no dearth of waterfront or of open spaces on the charming waterways of America. More people will learn that a boat is the quickest conveyance to the great outdoors. More people will learn to relax and live longer.

No one is sure about the pattern of postwar economics, but already it is clear that mass production is bringing with it a shorter work week—a new ratio between the hours that a man works and his hours of recreation.



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. . . and More Americans Will Enjoy More Leisure Hours in Tomorrow's New Boats

Gray will have new engines for these new markets.

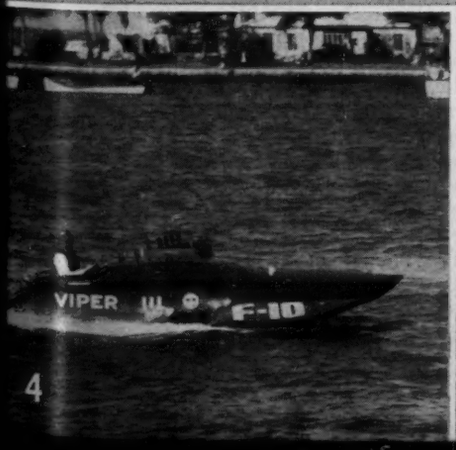
Men who are using Gray-powered craft in World War II are thinking about these things. They have nowhere found the standard of living so high as in their beloved home town. And they're writing to us about the small boats they want when they return. Many of them are expressing a determination to have an engine with the familiar Graymarine nameplate on it. They deserve the best, and we intend to give it to them.

GRAY MARINE MOTOR COMPANY
DETROIT, ZONE 7, MICHIGAN

GRAY
MARINE MOTORS
GASOLINE
DIESEL

ARMY ★ E ★★ NAVY
Awarded Four Times

Graymarine gasoline and Diesel engines are available right now to civilian users under priority regulations. For information, ask for the Gray Data Book, 48 pages containing specifications on all models and useful tables of propeller sizes.



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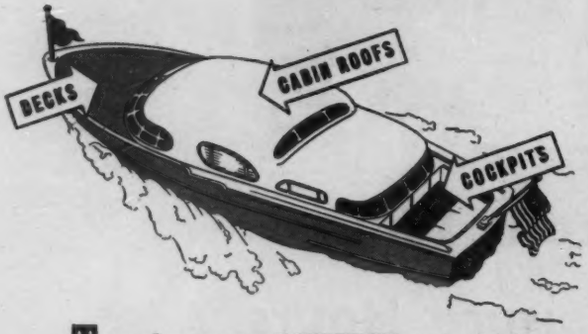
DEKTRED*

The non-slip, protective covering for decks, roofs, cockpits and other spaces where firm footing is helpful



Trowel or spray DEKTRED to a thickness of only 1/32 to 1/16 inch. The fluid sets to a tough film that adheres like all-get-out to wood, steel or canvas.

Trapped in the film are many fine particles which provide a non-slip surface—just the right amount of grip without being so rough as to be unsightly. Surface is actually more non-slip when wet than when dry.

•RESISTS OIL AND COMMON CHEMICALS

Not affected by grease, oil, mild acids, alkalies, sunlight or salt water.

•STAYS PUT IN HEAT AND COLD

No change in wide temperature variation from minus 40 to plus 160 degrees F.

•EASILY APPLIED

No uncommon skill is needed for either troweling or spraying. Drying time is from 2 to 8 hours, depending on conditions.

•NOT A PAINT

DEKTRED is tough. It is meant to be walked on. It is put down in a manner that produces a strong bond to the material under it. Its purpose is to combine safety with a long-wearing, continuous, protective covering.

***ASK YOUR DEALER*—if he cannot supply you immediately, have him write for literature and samples.**

***DEKTRED is a trade-mark of Goodyear Tire & Rubber Co. The product was developed for exposed decks and interior spaces of combat and cargo ships, and many thousands of gallons have been used in both small and large areas. Reports from owners and operators of small boats show how useful DEKTRED is.**

ADDRESS INQUIRIES TO DEPT. 104 FOR OUTSTANDING M ACHIEVEMENT

SELBY, BATTERSBY & COMPANY

WILFORD BUILDING, 33rd and ARCH STREETS, PHILADELPHIA 4, PA.

With the UNITED STATES POWER SQUADRONS

THE ADVANCED GRADES PROGRAM

(This is the second of two articles describing the Advanced Grades Teaching Program of the USPS. The first article discussed the Elementary, Advanced Piloting and Junior Navigator courses.)

▶ The acme of these courses is the Navigator course, which completes the study of the practice of navigation at sea. After the foundation given by the AP and JN courses, this course treats mainly the art of locating the ship's position by celestial observations. Instruction is given in nautical astronomy, solar and sidereal time, determination of lines of position from observations, solution of the astronomical triangle by several of the latest and best known methods. Azimuths, determination of compass deviations from astronomical azimuths, identification of stars and planets by their relations to other celestial bodies and by computation from azimuth and altitude alone, and the general and detailed study of a navigator's day's work at sea are also thoroughly taught. Emphasis is placed upon making well-rounded, understanding navigators, rather than mere position-finders. The student must know what he is doing and why he is doing it and must know more than one way of doing it. Every student is required to master the use of the sextant and to make numerous practical sextant observations both by himself and under competent instructors. A wide variety of his own observations properly worked out and plotted must be submitted as evidence of his competence by every candidate.

In all three of the Advanced Grades courses final examinations are given by the committee on Advanced Grades, through the agency of boards of Advanced Grades in the local squadrons, nationally appointed for the purpose. The committee on Advanced Grades receives, corrects and grades these examinations and to the successful candidate it awards the grade of the course successfully completed. To a successful examinee in advanced piloting is thus awarded the grade of Advanced Pilot and this entitles him to have AP written after his name in official USPS records and correspondence. It also entitles him to wear one star on his USPS uniform and one gold star on each bow of his boat. In like manner, the awards in the two higher grades entitle the holder to JN and two stars for the Junior Navigator course, or N and three stars for the Navigator course.

Although the holders of advanced grade awards in the USPS appreciate the honor of the insignia to which they are entitled, it is not these symbols which represent the objective they have been seeking. They are genuinely interested in these studies for the knowledge itself. All of them are enthusiastic and welcome the opportunity of this learning for its own sake. Furthermore, many of them give freely and gladly many hours of their time to carry on the work of teaching others, including service men and prospective service men in war time. All this is cheerfully done entirely without recompense other than the pleasure of doing it and the opportunity of learning the art still more thoroughly.

LEWIS H. JOHNSON, N.

▶ The Merit Mark, a distinction that in peacetime is presented to members of the USPS for outstanding service, was awarded to the 2,637 members now in the armed forces, at the 31st annual meeting of the organization in New York City. Chief Commander Bertram H. Perry, of Annapolis, Md., presented a scroll, symbolizing the blanket award, to Commander John Wild of the Navy, who represented the USPS members now serving their country in a military capacity.

In addition to Chief Commander Perry, the following officers were named to guide the Squadrons during 1945: vice commander, William H. Kiler, Wilmington, Del.; treasurer, Kenneth R. Woodruff, Red Bank, N. J.; secretary, Charles Leach, Englewood, N. J. Mr. Leach, the newly elected officer, succeeding R. A. Busch, is commodore of Englewood Basin Y.C.

A unique circular bow both on the shear plane and in the stem provides unusual buoyancy and stability forward—no temperamental tricks so common in ordinary dinghies.

The fore foot is faired into a cut water at the stem in such fashion as to provide easy rowing and a dry boat when heading into choppy water.

THIS Chemold laminated plastic dinghy is 8′ long, has a 50″ beam and 19″ free board amidships. With its beautiful lines, one-piece hull and resistance to weathering, this boat is the ideal tender.

Reflecting the modern and functional thinking of Chemold Company marine designers and engineers, this dinghy eliminates many of the former weaknesses inherent in conventional designs. A unique forward design assures a dry boat in choppy weather as well as safety when stepping in or out at the bow. Built-in buoyancy is sufficient to keep boat and occupants afloat, even if completely swamped.

The Chemold dinghy is designed as an easy rowing boat as well as for use with small outboards.

Chemold dinghies are many-purpose boats. They will be ready when civilian production is again possible. Read about our Priority Plan below.

Among other Chemold Company boats are family fishing boats, outboard runabouts, kyaks, canoes, convertible cruisers, duck boats, shore boats, speed boats, top-o-car boats, power tenders and sail boats.

"CHEMOLD MEANS CHEMISTRY MOLDED"

*Trademark Registered U.S. Pat. Off.

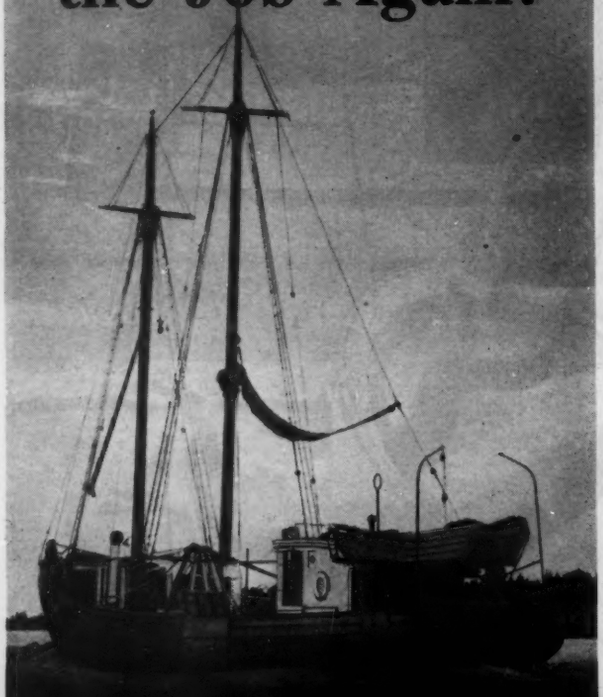
PRIORITY PURCHASING PLAN—The Chemold Company has a Priority Purchasing Plan for boating fans. If you are genuinely interested and sincere in your plan to purchase any Chemold boat, write today and ask for your priority certificate, *specifying type of boat you want.* This carries a number representing your position in the sequence of orders received. No deposit necessary. Early action is desirable.

CHEMOLD

Buy War Bonds

CHEMOLD COMPANY
DIVISION OF WESTERN PLASTICS, INC.
4407 SAN FERNANDO ROAD, GLENDALE 4, CALIF.

She's Back on the Job Again!



THE *Caroline & Mary* was recently re-conditioned in our yard. We overhauled her 400 H.P. Diesels; built on a whaleback, re-rigged her; re-arranged the deck gear; made all necessary replacements; re-conditioned her throughout. Because we have complete, modern facilities, *the job was done fast!* And that's frequently a vitally important consideration.

ARMY-NAVY E

FRANK L. SAMPLE, JR., Inc.

Shipbuilders

BOOTHBAY HARBOR, MAINE

Complete Modern Facilities for Designing, Building, Storing and Reconditioning Yachts and Commercial Vessels up to 200 feet.

★

Members of: Maine Boatbuilders & Repairers Assn., and Atlantic Coast Boat Builders & Repairers Assn., Inc.

BOOKS FOR THE YACHTSMAN

BATTLE REPORT: Pearl Harbor to Coral Sea. *Prepared from official sources by Commander Walter Karig, USNR, and Lt. Welbourn Kelley, USNR.* (Published for the Council on Books in Wartime by Farrar & Rinehart, New York. $3.50).

"On the last day of peace in the Pacific, on December 6th, 1941, Japan's Navy was already stronger than the combined Pacific fleets of the nations she was to make her adversaries. By noon of December 7th, Japan was without dispute the ruler of that greatest of oceans, at least temporarily." So opens the first official report of the first phase of the rôle of our Navy in the war at sea, and it sets the pace of the pages to follow.

Battle Report, which has been written by two able members of the Navy's Office of Public Relations (who in private life were well known in the field of letters) from heretofore confidential naval records, is the first volume in what will eventually be a complete history of the United States Navy in World War II. Whereas the present volume is in no sense definitive, it is an astonishingly detailed record and one which will more than serve as a "report to the nation" until that time when an uncensored naval history can be published.

Battle Report opens with the attack on Pearl Harbor and concludes with the battle of the Coral Sea. Although it is not, as the publishers somewhat naïvely state, "the greatest epic of the sea ever told," it is a highly dramatic and "round by round" account, and one naming persons, ships and places, of these first eventful months of the Pacific campaign. The narrative is supplemented by an unusually fine collection of photographs, some of which are here published for the first time, as well as a large number of pictographic maps which show ship dispositions and courses as well as points of bomb, torpedo and gun attack.

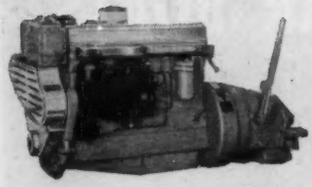
Particularly significant is the fact that never before has the Navy allowed such a story to be written while war was still in progress. This is but one of a score of reasons why *Battle Report* should be regarded as "must reading" for those concerned with the combat record of not only our own Navy but those of our allies. C. R.

CLIPPER SHIP MEN *by Alexander Laing.* (Duell, Sloan, and Pearce, New York, $3.00.) Mr. Laing seems less interested in just what the clipper ships were and what they did than in how they were designed as they were and why. He sketches the development of the sailing ship from the earliest days, with special stress on the packets and the cotton ships, where flat floored models were necessary owing to shallow channels of the Gulf ports in which they found their cargoes. Up to the time that these ships were built, most fast vessels were sharp with a great deal of deadrise to their sections. To the astonishment of the old-timers, many of the cotton ships proved to have a pretty turn of speed. The packets also were fast and would stand unlimited driving. It is notable that Donald McKay built each successive clipper ship with less rise of floor — and each one was a little faster than her predecessor.

The author gives most of the credit for the improvement in the clippers to Donald McKay, J. W. Griffiths and Captain N. B. Palmer, though he justly points out that there was no "inventor" of the clipper; she was a gradual development. He mentions Samuel H. Pook and William H. Webb, but gives most of the credit to the first named trio. However, Pook was the first independent naval architect and designed some notably fast and handsome ships. Webb built not only a number of clippers but some outstanding steamers, both commercial vessels and men o' war, among them the remarkable *Dunderberg*.

I think, too, that Mr. Laing might have said more about the captains. A record voyage means constant driving and I'd like to have read more about Lauchlan McKay, Cressy, Dumaresq, Land, Waterman and their peers.

I liked the book and read it with much interest. But I do wish writers would realize that a ship is *she* and not *it*. C. H. H.



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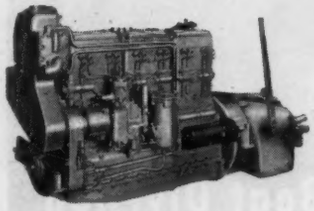

Model HMR-600 is the *original* high speed diesel. It is a six-cylinder, 672 cu. in. engine, rated 150 hp. at 1800 rpm. The four-cylinder, 448 cu. in. Model HMR-400 produces 100 hp. at the same maximum speed.

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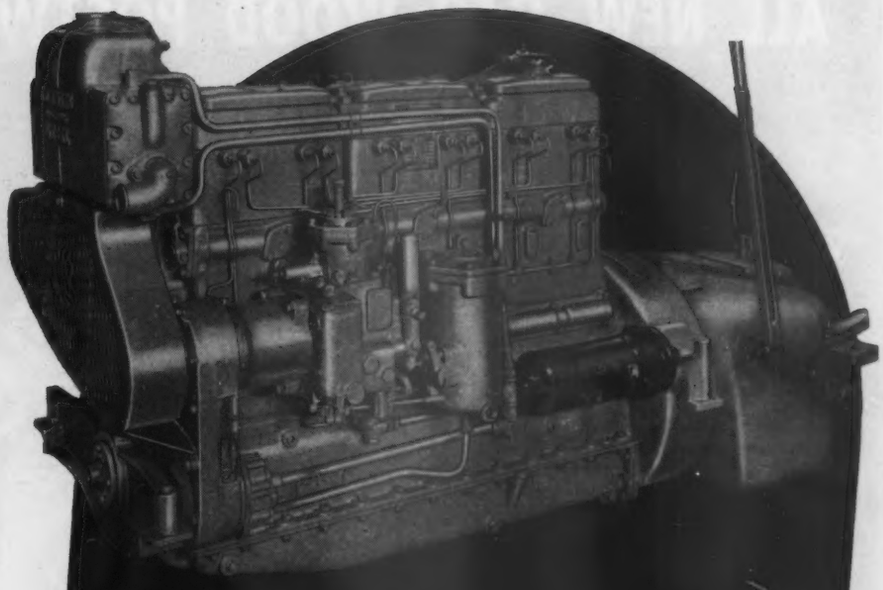

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SAGA OF THE SEA COW

(*Continued from page 52*)

schooner was laid up, *Manatee* was still our home and we moved back aboard — but not for long. A schooner yacht came by, needing a crew for a Florida trip, and *Manatee* was forsaken.

I saw *Manatee* not so long ago. She was forlorn and sad, up on the beach. She was covered with snow and her seams gaped open. We had grown beyond her and yet we grew back to her. I got off the ship in New York for a few days' leave and something drew me irresistibly down to Maine. I know now that it was *Manatee*. She seemed to recognize her old skipper but was too tired and weary to do anything but wave her slack rigging in the breeze a little. Her first mate (and mine) was way out to the westward, building airplanes; I was having a little respite from manning Navy guns. Louis (he'd told us once that if *Manatee* could talk, he'd sink her before he'd let her go out of the family) lay somewhere on a beach in Sicily. Cap'n Jeff looked old.

When the war is over we'll have another sloop, or a ketch or maybe a yawl. Yes, our mind is made up! She'll be something pretty fancy, too, with snow white sails, mahogany trim, and a brass binnacle. Yes, she'll have a pump toilet, too. We can afford it now. Yet, I wonder. I keep thinking of *Manatee*. I keep wondering if we'll ever have as much fun in a gold-plater as we did in *Manatee*.

THE ARMY MINDS ITS OWN BOATS

(*Continued from page 40*)

speeding engines while they are still tight. Here the completed engine is run in and receives a final full throttle run under load. Speed, horse power, temperature and pressure readings are recorded and filed.

The installation section, which is charged with the removal and installation of all units and power plants, has a well-rounded assortment of hand tools plus a truck-mounted crane for lifting engines in and out of hulls and conveying them between dock and engine shop.

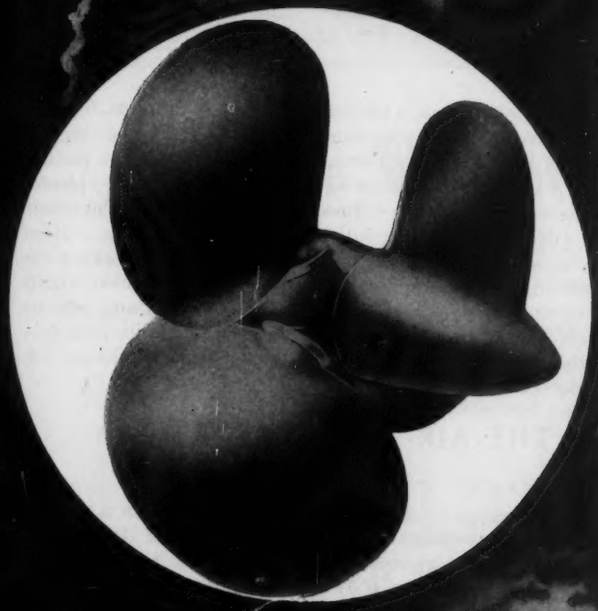
A floating dry dock of the Navy sectional type has proven to be a most valuable piece of equipment. It is complete with necessary gasoline powered pumps for raising and sinking. On it are mounted keel blocks and poppets to accommodate the types of craft to be docked. It is also equipped with a gas engine-driven arc welding machine. To supplement the dry dock, there is an old reliable marine railway. In addition, it has been found that lighter craft can be hauled and spotted in dry storage with astonishing speed by a crawler type crane of 30 tons capacity.

That, in brief, is the marine maintenance picture at Camp Gordon Johnston. Such is the variation between Army shops that this one can in no sense of the word be called typical. It has, however, proven most satisfactory.

Of course, such an installation can seldom be created in the combat zone. With that in mind, the Army has trained and equipped its maintenance organizations for operation under more rugged conditions. It is expected that only fourth echelon shops can hope for fixed and more or less complete facilities of the type described. Second and third echelon work is almost always done under field conditions, frequently in close proximity to the enemy. Therefore, these organizations are supplied with mobile equipment such as machine shop trucks, welding shop trucks, crawler and truck type cranes and salvage boats.

In training the G.I. maintenance man who is going overseas, great stress is placed on improvisation and ingenuity. When the time comes to haul a boat on some newly-captured Pacific atoll, there is little chance of having available a dry dock or marine railway, or even a crawler crane. So the lads are taught to fell trees for rollers and to drag the craft clear of the water with bulldozers or heavy trucks. They are instructed in the usefulness of heeling during low tide. They learn that engines can be removed and sterns hoisted for propeller work by a chain hoist slung from an improvised wooden tripod. And many a soldier appreciates the value of two wooden washers and a common bolt for plugging bullet holes.

Manœuvrability...



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The greatest headache connected with present-day Army marine maintenance is that of spare parts supply. Parts failure in Army craft is understandably higher than in comparable boats in the hands of civilians. The lads in khaki are either running the daylights out of their equipment in combat zones or are making it work overtime in an intensive training program. Coupled with this accelerated use is the fact that many operators of Army craft have never before handled such a thing as a boat; perhaps have never even seen one. And don't forget that some types of craft used by the service are expected to do things which would give a civilian boatman the cold shivers. Take the landing craft which are loaded to the limit and then deliberately run up on shore at full speed. It is small wonder that plenty of replacement parts are needed.

The supply of these parts is complicated by many factors. The logical suppliers are the manufacturers of the complete engines, boats and accessories for which the parts are required. But these people are working their hearts out building the complete units and do not have the productive capacity for turning out parts in addition. Then there is the question of determining how many of what kind of parts are needed, and when. Finally comes the matter of economical and efficient distribution of such parts so that they may be available to the greatest number of users, without carrying excess stocks.

All in all, this job of keeping the Army fleet running is a tremendous one and will always continue to be. Better methods, systems and techniques are being devised every day and the service may well be proud of much of its marine maintenance record. Few civilian fleets have a larger percentage of craft operating than does the Army armada.

When this war is over and all the details may be revealed, it will behoove all commercial boat operators, and every sincere private boatman, to study and adopt much of the Army practice for their own use.

UNDER THE LEE OF THE LONGBOAT

(Continued from page 32)

But the Navy took us out of there, and so that was all right.

S.N.O.: You did have a rum go of it. What happened after Dunkirk?

Tommy: Crete. Welostourrifles, lostourtanks, lostourammo, lostourclothes, and nearly drowned swimming bare-backed out to the Navy. But we made it and that was all right too.

S.N.O.: I must say you're a philosophic sort. Where did you go from Crete?

Tommy: Went to Jerusalem, sir. And a bloody good thing the Jerries didn't come after us again, because the Navy wasn't there.

From Les Ordeman, a photographer with *The Oregon Journal*, and a man of ready wit, comes a clipping from *The Clipper*, organ of the Fourth Air Force. The clipping contains a picture of an AAF crash boat showing seven crew members — identified as seagoing soldiers — lined up to starboard of the crash boat's deckhouse, looking outboard. The caption begins: "Here they are standing on the port beam. . . ." Ordeman, taking the play from that point, writes, "The caption writer is a chap who'd better stick to right and left and leave starboard and port to somebody who knows a beam when he sees one in his own eye. Maybe, however, those seagoing soldiers spotted a 'broad' off the starboard beam."

THE AIR ALMANAC AT SEA

(Continued from page 44)

the same method for all bodies, slightly modified for a star. A similar result can be had with an annual *Nautical Almanac* of the present size, almost as convenient as the *A.A.* but with quantities tabulated to 0′.1. This cannot be accomplished, however, without a major operation for the removal of right ascension and the complete reconstruction of the *Almanac*. The reasons for not making such changes are well understood but this dream of the future suggests the next major advance in the march of simplicity.

Outwardly, a yacht;
actually, a commodious houseboat:

From the design boards of John H. Wells

the Wheeler 86

For post-war America's deep-water relaxation, the Wheeler tradition of fine shipbuilding offers what is probably the most arresting example of American inventive genius in design. In every dimension, in every accommodation, the Wheeler 86 footer is a commodious houseboat, embracing every comfort of a luxury apartment ashore. Only its inspired aerodynamic lines reveal a fleet-footed yacht in its most prepossessing aspects.

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Steel tug built for U. S. Navy

"WAR BABY"

(Continued from page 60)

a really hard one to make her hike and, even then, the relief afforded the spar by the heeling action is negligible. Both shrouds and spar should be sized for stresses that may run a good ten times higher than those in a sail boat of comparable sail area. By the same token, the sail should, if possible, be made of heavier canvas and headboard and clew should be most thoroughly reinforced. The entire pull of the sheet, which is nearly always sweated in taut, is transmitted through these two corners of the sail. This is one advantage of the train of single-sheave blocks now standard equipment on ice boats, the sheet pull is spread along the boom and not concentrated at one point. The raked mast with tunnel or "Swedish track" contrives to spread the pull along the mast a bit instead of leaving it all to the headboard, as is the case with a vertical spar and sail track. In addition, raking the mast shortens the length of the leach, thus making it possible to keep the leach taut. The advantage when turning to windward is tremendous.

To return to our Canadian boat from this brief digression into ice boat design:

In setting up the boat, backbone and runner plank were placed in position and joined by the U-iron ("gammon strap"). The two whisker stays running from bow to runner plank were then set up snug, using a steel tape to check the distance from bow to runner chock on each side until we were sure the plank was square with the backbone. The whisker stays should not be drawn more than snug taut, for they will bend the runner plank and cause the runners to toe in if set up too much. Next, the mast was stepped and the shrouds set in approximately the proper position with just one turn of the rope lanyards. Then the sail was bent and hoisted and the headstays adjusted until the boom had just a slight rise from mast to clew when the sheet was sweated in taut. Shrouds were then set up, but not more than just enough to take the excess slack out of them. Tight-set shrouds simply bend the runner plank, throw constant stress into stays, plank and mast, and may actually cause a broken spar in action on a puffy day. Ice boat rigging always looks sloppy to the racing sail boat man but rest assured, it isn't that way by accident or from carelessness. That's the way it should be. The lee shrouds are always very slack when sailing and here is another place where rope lanyards are superior to turnbuckles. The lanyards won't kink when they go slack, as a turnbuckle or shackle will, and it shouldn't be necessary to point out that they won't strip threads or crystallize no matter how far the thermometer drops. Final clincher in these days, is the fact that you can always get some sort of line for lanyards but try to buy a turnbuckle!

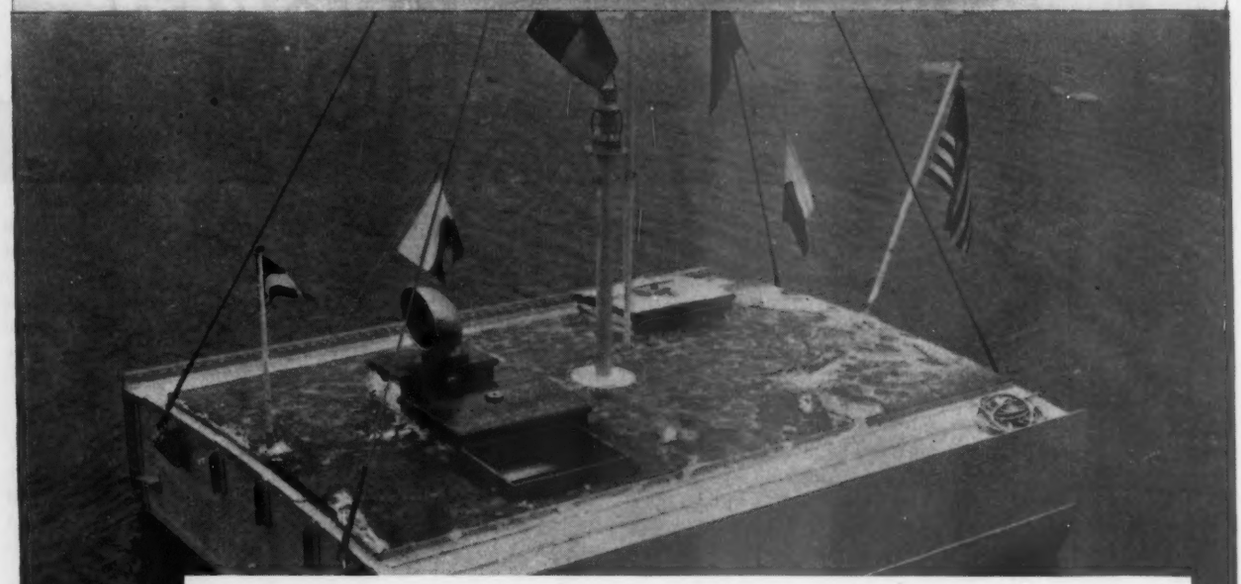
Thanks to an exceptionally snowless winter, we had a fine lot of sailing with this boat, starting on November 21st and continuing, off and on, until Easter, April 9th. We wound up the season on the last day by sailing the entire twelve-mile length of the lake and back in a fine southwest breeze with the thermometer in the forties. One night of sailing by the illumination of a really exceptional display of Northern Lights was a thrill I shall never forget. Based on our experience, it seems a safe bet that, given some assorted rigging, a lumber yard, a well-stocked junk yard and a little determination, War Babies like this one are entirely feasible. They sure are a lot of fun!

"VIVA 'ANTONIO'!"

(Continued from page 49)

There was such a howl of protest that our friend positively stepped back. "All right, all right!" he said. "But I think you're crazy. Fancy being sentimental about a dinghy." We snorted. Sentiment had nothing to do with it; life without *Antonio* just wouldn't be the same.

So we borrowed a shed and some tools and eventually *Antonio* reappeared, refreshed, renewed, dashing for once in a new coat of cream paint, with his name neatly stencilled on the stern. He also had a rope, with short lengths of rubber hose at intervals, running all round him just below the gunwale, so that he had an air of being festooned with sausages. This spoiled his bumping game for a while, but it didn't take him long to wear



Alumette, a test hull built of Alcoa Aluminum Alloys, has tossed at anchor in Chesapeake Bay for 9 years. Standard construction practices had been followed in building the hull. The purpose of the test—to prove the durability and economy of aluminum for marine uses.

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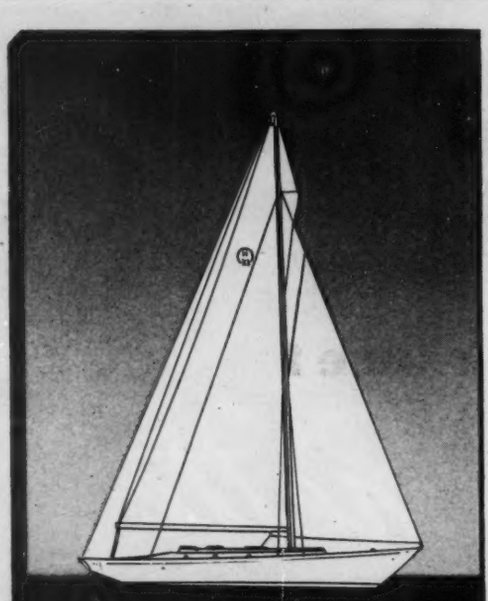

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the hose down or to get nice and grubby again. He felt more comfortable that way, anyhow.

Antonio did not bear a charmed life; his continued existence was due entirely to himself. If he hadn't had so much personality we wouldn't have kept him in Canada; if he hadn't saved the situation once or twice by sound coöperation with kedge anchors in unexpected blows, he would have lost his home; on one memorable occasion, he even had to save himself. This was in a tropical hurricane. He was snugly lashed down, as usual, athwartships, where he had ridden out innumerable storms without worrying. But a hurricane is not an ordinary storm and everything went wrong; we were all too busy with a broken tiller and missing main hatch cover to pay any attention to *Antonio*, and he had to cope with the situation alone. Everything he was lashed to carried away, and the seas were coming over solid. The only thing he could do was keep his nose and tail in position and cling like a limpet. And like a limpet he clung. After that harrowing twenty-four hours, a plywood dinghy would have been over the side and gone to glory but *Antonio* was still there. Sentiment, indeed! That's what comes of having a dinghy with character!

So — as exasperating, idiotic and lovable as ever — he is with us still. *Viva Antonio!*

HOW DOTH THE "SEA-BEE?"

(Continued from page 55)

deep roomy cockpit and generous deck space, she has repeatedly carried up to four adults comfortably, and without bogging down or noticeably affecting her ability to go places. And, whether the fair sex choose the fore deck as a place to acquire some suntan or the after deck, *Sea-Bee* takes it in stride and manages to maintain the poise and dignity of one born to be a lady.

The inquiries received to date, indicate that *Sea-Bee* embodies much that a lot of folks have been wanting in a postwar boat, and that she is the sort of little boat for which there is going to be a definite and extensive market when we can return to ways of peace. At this writing, one of the country's largest manufacturers of small boats (at present 100 per cent on war work), expects to have the boats available to their dealers as soon as reconversion can be completed after the termination of war contracts. Another enterprising builder, at present in the naval service, is hoping to feature *Sea-Bee* planked in plywood when he is able to return to civilian pursuits, and a plywood option has been added to the specifications.

A number of clubs are looking forward to an active class of *Sea-Bees* as soon as boats are available and when normal club activities can be resumed. Registration of existing boats and the completion of a class organization are among the things that will have to wait until that time arrives. And that about brings the story up to date.

FIRE—THE SEA'S GREATEST HAZARD

(Continued from page 54)

equipped, this would probably have prevented the loss of his boat.

There is a lesson to be learned from a tragic incident that took place aboard the schooner *Adriana* in the 1932 Bermuda Race. She caught fire at night when well off shore. The British cutter *Jolie Brise*, Bobby Somerset master, maneuvered alongside, by the light of the blazing yacht, and took off all the crew with the exception of Clarence Kozlay who stuck to his post as helmsman until the last minute and then, in attempting to leap to the deck of the British yacht, fell between the two vessels and was dragged down by the weight of his storm clothing before he could be rescued. This tragic fire was reported as having started in an oilskin locker that was too close to a cabin stove; the oilskins, overheated, took fire from spontaneous combustion. Obviously, the lesson to be learned from this is never to store flammable materials in a locker that is close to a stove, particularly if the locker is a closed one, for spontaneous combustion often occurs in confined spaces.

(To be continued)

TRADE-MARKS...

are the designer's channel buoys

M. ROSENFELD, N.Y.

OLIN STEPHENS

Olin Stephens, chief designer of Sparkman & Stephens, is still too much involved with war problems to prognosticate on postwar pleasure craft. He does believe however that many pleasure boats will be constructed on a mass production basis and that in the selection of materials, builders will rely on trade-marks or trade names that are symbols of quality.

"In the past we have considered that the name Everdur used in our specifications gave assurance that the material used would have the qualities we expected and needed.*

"Experience with Everdur in many of our most successful yachts built before the war has justified this feeling, and we expect that when it is possible to get back to pleasure boats we will continue to specify Everdur for fastenings and fittings, and Tobin Bronze for shafts, with the same confidence."*

Olin J. Stephens 2

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"Dimension Lumber Since 1900"
Illustrations from photographs of 1-pce. Laminated White Oak Stem and Keel, 50', Laminated White Oak Skeg 20' x 16" x 4" and Laminated White Oak Frames.

THE FIRST TO GO IN

(Continued from page 57)

that had barely enough room to turn around in and was further complicated by choppy seas, a high wind, current of unknown velocity and direction plus drifting mines and limited visibility. We twisted ship, crossed our fingers and set out at standard speed. For the next ninety minutes we stood braced against the bulkheads expecting the bow to go sky high any moment.

The barometer dropped to 29.44. The sky cleared but the wind continued. Back at the beach, heavy seas had caused considerable damage to the smaller landing craft. About half the Rangers and a small portion of supplies were ashore when two Vals (Jap fighter planes) jumped us. A few minutes later, a third made a pass, only to continue on out in the bay to strafe the mine sweepers we had left what seemed an eternity ago. Word came from the flagship that we were now in the center of the typhoon and to expect it to strike with increased force in the opposite direction before nightfall. Shortly, the overcast closed in again providing protection against further attacks from the air. Orders were passed for the group to stand out to sea.

The wind twisted, boxed the compass, rose and fell. The sea, in a state of confusion, whipped up in conical white-topped haycocks as the column worked its way back through the mine fields to the open sea beyond. Lady Luck smiled as we spent the night offshore north of the Mindanao Deep. At dawn the next day we stood back into the bay with a rising barometer, a clearing sky and a diminishing wind. Under more favorable conditions additional Rangers and supplies were put ashore, while we patrolled the limits of the landing area for possible enemy submarines and floating mines. Several enemy planes made runs on our group during these operations but were driven off before inflicting any casualties.

Late in the day (this was now A−2 day) we proceeded under orders to a point north of Dinagat Island, stopped all engines and proceeded to take data on current movements, rate of flow and periods of slack water, necessary to guide the main invasion fleet through the mine fields on A-day. While dead in the water, we were a perfect target for enemy PT boats reported operating in the area. Guns' crews were at their stations. Lookouts were prompted. The entire ship was on the alert. It was a long night. Yet not a PT boat came near.

Throughout the next day we drifted, supplementing our data and occasionally changing our position to locate points of maximum flow. This information was compiled and transmitted to the group commander. Several more enemy planes made runs but managed to remain at a respectable distance without closing within effective firing range. Early in the evening, while proceeding to a small cove on the west side of the island where we intended to take station as a picket for some of the heavy units scheduled to move in under the cover of darkness, a two-engined enemy bomber came out of the sun at about 10,000 feet and let go a spread of bombs. They fell wide of their mark and exploded on the beach off our port hand. No other attacks were experienced that day.

At dusk we hove to off a native village at the foot of the cove. Two canoes put out from shore and drew alongside. A Filipino mess attendant was startled by their response in English of a caliber superior to his own. They were the first truly clean, healthy, intelligent looking natives we had seen on any islands during our ramblings throughout the southwest Pacific. The village belle, a sparkling girl of about 18, was in the second canoe. One look at her and the crew cheered.

It was a clear, quiet night with all hands at the alert for possible PT boat action. At dawn of A-day we steamed back to Desolation Point to assume duties as a Harbor Entrance Control vessel. Several hours later, we saw the flagship of the Admiral in charge of the Task Force for the Invasion of the Philippines steam in escorted by several destroyers and a light cruiser. Since then we have been wondering what the crews of these ships must have thought when they first sighted an Allied vessel sailing about in former enemy waters on A-day with the situation apparently well in hand.

COME RIGHT IN!

THERE IS NO SECRET about our post-war plans...We're going to continue to help Uncle Sam until the present job is done, then apply all our skill, experience and craftsmanship to the problems of the yachtsman. We'll build new and finer versions of the boats that made the SOUTH COAST name famous in stock and custom models. We're going to design and fabricate an expanded and modernized line of Hubbard's Sea-going hardware and stock our chandlery with every item the yachtsman's heart desires. We will represent many great lines of boats and boating equipment and operate an efficient, economical maintenance and repair service.

We have other plans, too... not secret, but in the formative stage, that will meet with your hearty approval when they are announced in the near future.

It's a program designed to make SOUTH COAST COMPANY of outstanding service and value to yachtsmen everywhere... we'll be pleased to hear from you if you have any questions.

SOUTH COAST *Builds*

Rhodes 33
Albatross
Falcon
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Power Boats and Sailing Craft custom-built to specifications
Hubbard's Sea-going Hardware

SOUTH COAST *Represents*

Owens Cruisers
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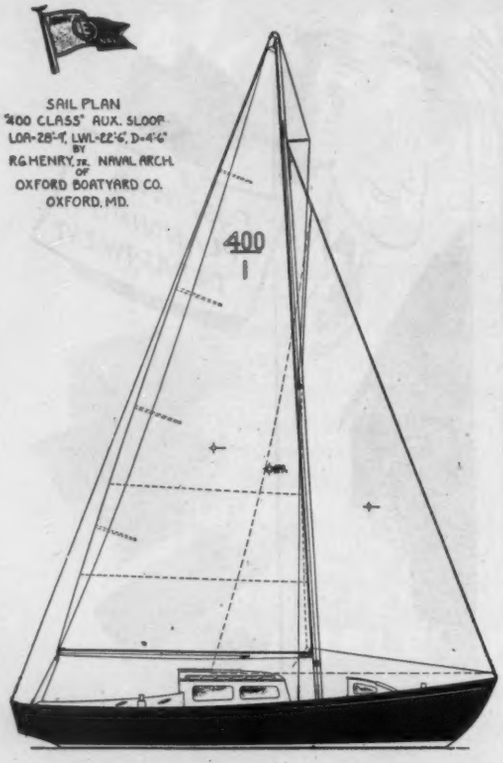
NEWPORT HARBOR, CALIFORNIA



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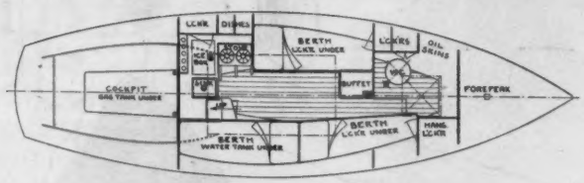

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· BUILDING — REPAIRS — STORAGE ·

OXFORD BOATYARD CO., OXFORD, MARYLAND

"FURLOUGH"

(Continued from page 61)

the prewar price of outboard motors, this unit should not cost any more than a 4-cylinder engine of conventional design. The standard type requires a copper gas tank with valves and copper tubing; a seacock and piping for water intake; a propeller, shaft, cast strut, stuffing box, etc. This equipment costs money; the vertical drive engine would permit all this being bought as one unit and shipped, all assembled, in one crate.

The vertical drive engine should also be easier to install, as there would be no tedious lining up. There would be a watertight flange in way of the wood keel and the engine would also be bolted to the bulkhead stiffeners. Reversing would be by a variable pitch propeller, eliminating a clutch.

Furlough's mast is an aluminum extrusion (including the sail track) of a single length. The maximum length is about 38 to 40 feet. The original die costs little and thereafter masts can be turned out at the current price of aluminum tubing of equal weight. Of course, the mast has no taper but we can become accustomed to this.

The aluminum section is stepped at the gooseneck. There is a "fish pole" joint about 18" long and gooseneck bands are set up tight around it. Below the joint it is solid spruce. At the deck it can be caulked and payed. Below decks it is bolted to the bulkhead, which takes a lot of stress off the mast step.

SOUTH TO SUNNY SPAIN

(Continued from page 37)

tunately, the breeze never faltered and we drove steadily on while *Neptune* drew in close behind us. As we approached, we took it in turns to wash, shave and put on our best white shirts and trousers, for some of us had been to Santander the year before and knew that the "tough egg" sailor looked a bit out of place about tea time on the polished floors of the Club Real Maritimo de Santander. Soon afterwards, a seaplane flew out and circled round the yacht so low that we feared for our mast. The pilot gave us a wave and flew back. We learned later it was piloted by Don Juan, the King's youngest son, who had come out to identify us. As we crossed the finishing line off the mouth of the harbor and got our gun, we tried to estimate the interval since *Jolie Brise* had crossed but, as near as we could make it, it was about an hour and a half. There was nothing in it.

A motor boat full of cheerful Spaniards came out and, when we shouted at them to ask who had won, they waved a bottle of champagne at us. We interpreted the gesture correctly. As they piled on board bringing a case or two of champagne with them, they told us we had beaten *Jolie Brise* by four minutes and were the winners of the Queen of Spain's Cup, unless one of the smaller yachts came in to save her time on us. That, they assured us, was unlikely, as there were no more yachts visible from the lighthouse and the breeze was falling away. We accepted their assurances and, when pressed, agreed to taste a little of the champagne.

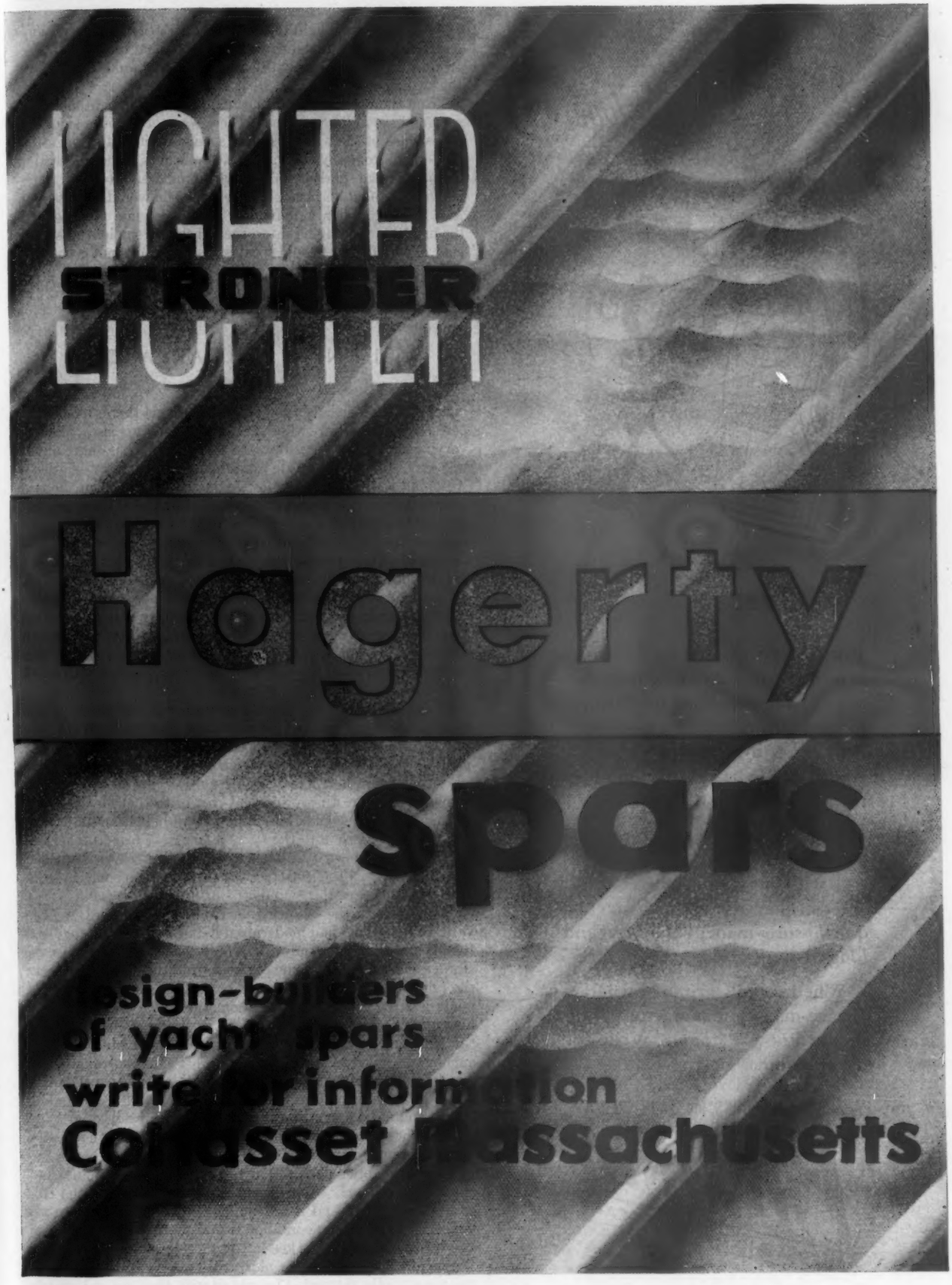
When we arrived opposite the yacht club, guns and rockets went off, flags were run up and all the yachts' crews cheered and clapped as we passed. I turned to Carter who was standing on the fore deck surveying the anchorage with a large mug of champagne in his hand. "Well, what do you think of it, Carter? This is all right, isn't it?"

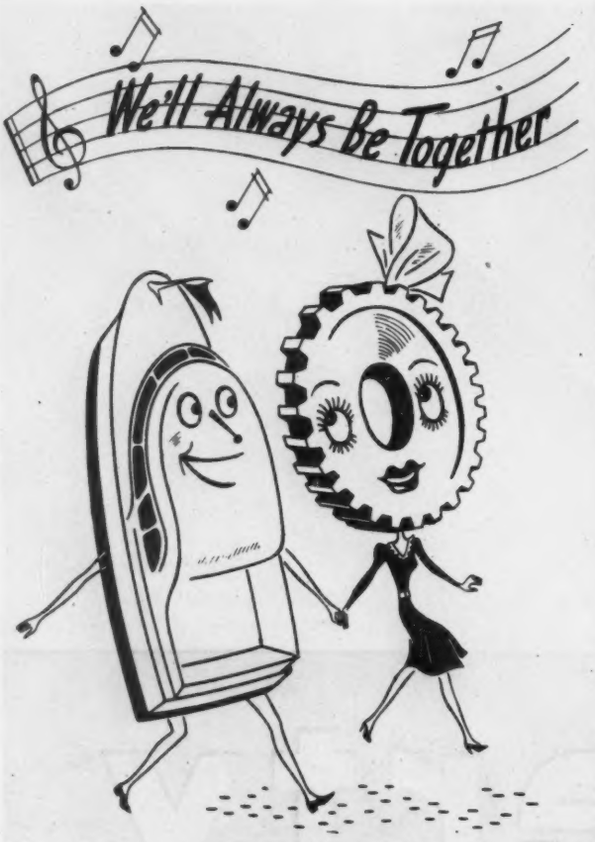
"Queer, excitable chaps these dagoes, there's no sense in anything they do. And as for this stuff," Carter waved his mug of champagne contemptuously, "I'd rather 'ave a pint of 'alf-and-'alf in the 'Goat' any day."

"What about the blacklead now?" I inquired. "You must admit it was a good idea."

"I can't rightly see," said Carter judiciously, "as how making all that mess could do any good to anything; but I must say it don't seem to 'ave done the old yacht no 'arm." That, coming from Carter, was praise indeed.

We were soon whisked ashore and introduced to King Alfonso, after which the champagne drinking started in real


LIGHTER
STRONGER
Hagerty
spars
sign-bu ers
of yacht spars
write for inform ion
Co asset Massachusetts



For twenty-seven years America's leading boat and engine manufacturers have depended on Paragon to supply transmissions that would do justice to their fine engines. And Paragon has not disappointed them.

Paragon reverse and reduction gear assemblies supply ease of control with maximum power at all speeds. They give light naval craft quick, sure maneuverability and long-lasting service.

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Paragon
REVERSE & REDUCTION GEARS

earnest. Somehow or other, after a short time I drifted into a corner with a very attractive girl who spoke excellent English. We naturally talked of the race and I expressed a fear that someone might yet come in and beat us.

"Let's go to the lighthouse," she suggested, "and see if anyone is coming." I thought this was an excellent idea and said so. In no time, a large car with a chauffeur was produced, and off the two of us went.

From the top of the bluff headland where the lighthouse was we could see miles out to sea. There was not a sail in sight and the surface of the water was like a mirror without a suggestion of a breeze from anywhere. The race was ours without a shadow of doubt. I had suddenly an overwhelming desire to tell my companion all about the blacklead. I knew she would understand. As I turned to her, I found her looking at me. Flushed with the exertion of climbing up to the lighthouse she looked simply marvellous. Before I could speak she said: "Let's not go back to the yacht club. Let's go somewhere else; there are far too many people there."

I assented readily. If there's one thing I can't stand it's a lot of people.

I KNEW A BOATYARD

(Continued from page 64)

fastenings loosened, yet she continued to sit there, blocking a perfectly good railway while she gradually fell to pieces. Skiffs of varying ages and ownership were tied up along the shore and it was easy to land at low tide by stepping from one to the other.

Behind the ways, a long low building, open in front, housed several boats whose owners, apparently mindful of their age, had decided to keep out of water. Most of the shed was vacant in the summer and in its shadowed depths were spars, rigging, old chain and an astounding collection of odds and ends including a wooden davit that had come from some venerable whale ship. The machine shop was full of obsolete machinery, some of which could be made to work, though in a halting and halfhearted manner. How any one could find anything in that yard was a mystery to us, but apparently they did for things got done in a leisurely way and, in the end, were well done, though with much lost motion.

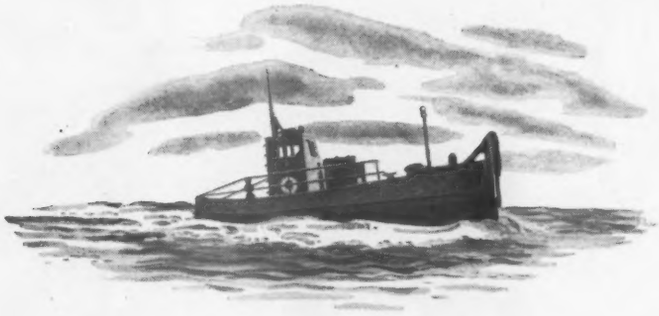
It was nice to sit on a baulk of timber in the shade of the hauling shed and smoke and whittle a pine stick. While one talked to the boys as they slapped the pungent smelling copper paint on the bottom of a boat which perched precariously on the ways, one could hear the laughing gulls crying as they circled above the harbor. An ever-present part of the harbor scene was a school of snapper bluefish chasing small bait near the wharf, which would frizzle into the air in a frenzy of fear as mackerel terns swooped down to get their share. The seaweed smelled salt and tangy as the southwest breeze came sweeping in from the open waters of the Sound. It was all very pleasant.

We were back the following year, but how changed was the yard! A new owner had modernized it and we hardly recognized the place with its new railways, rebuilt wharf and big, hideous, storage sheds. Gone was the old boat from the end of the dock; the relic on the ways had passed on to the place where all old boats go. We gazed, appalled. Something had gone from our lives and at once the summer did not seem the same. We missed the old yard, the friendly greeting. We quietly pulled up the anchor and sailed to another port — a little one, surrounded by woods. Next year the war came and the old yard became a madhouse of roaring motors and thunderous activity as landing barges and amphibious craft slid down the railway.

Now the picture has changed once again and the empty buildings wait stark and quiet. What the next act will be, no one can say. Probably a new crop of yachts will ride the cradles and moor at the wharf. Their owners will probably bless the efficiency of the yard and its streamlined equipment. But, to us, something is gone, some intangible quality that rested the soul and was part of that Yankee life on the Cape.

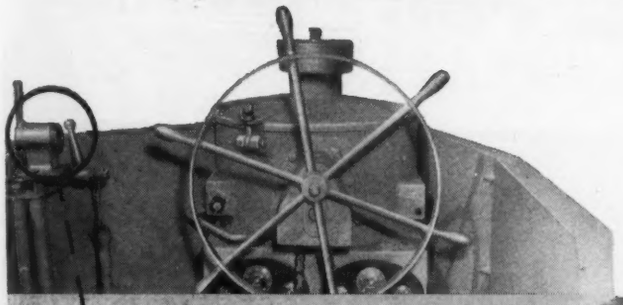
I am glad that I knew the old yard. I am glad I knew Jimmy and the old folks. I am glad I could sit with the boys and whittle sticks in the shadow of the old shed. It will be part of my memories of that phase of America which is gone never to return. Is it better now? I wonder!

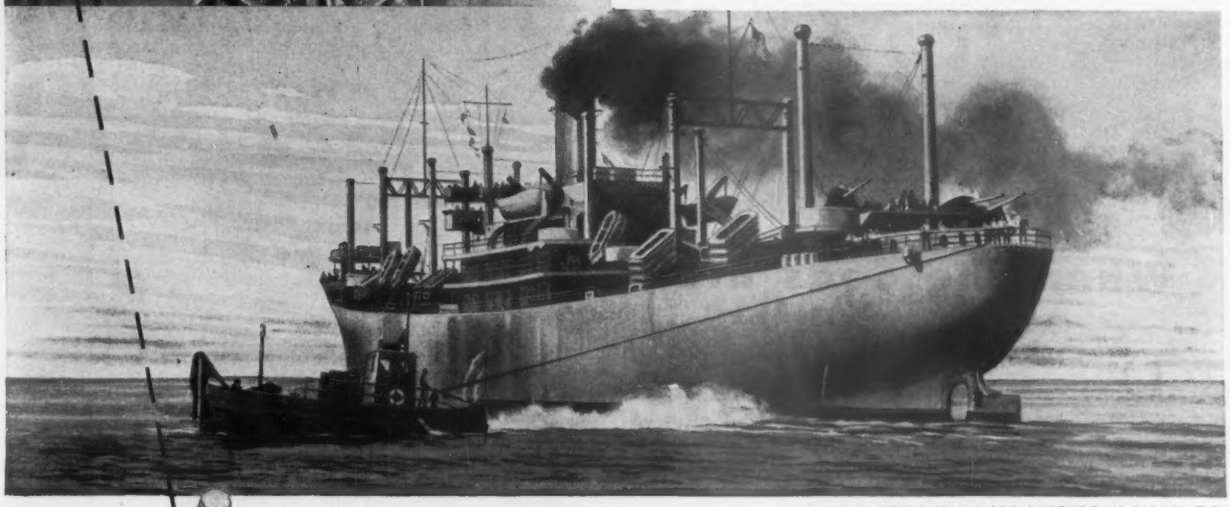
LOOK TO CREATIVE ENGINEERING FOR PROGRESS AFLOAT



Bendix B-K Remote Controls

solve a basic problem on the mighty Sea Mule





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Small enough to be carried aboard ship, yet able to maneuver an 18,000-ton vessel—that's the Sea Mule, *literally a floating power plant.*

The achievement of this super-efficiency naturally presented unique problems in compactness and design. And that's where Bendix B-K Remote Controls helped. Hydraulically actuated and remarkably compact, they eliminate complicated linkages and take up practically no extra space. And they provide designers with almost complete freedom in engine placement.

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INSTRUMENTS **Bendix-Marine** CONTROLS

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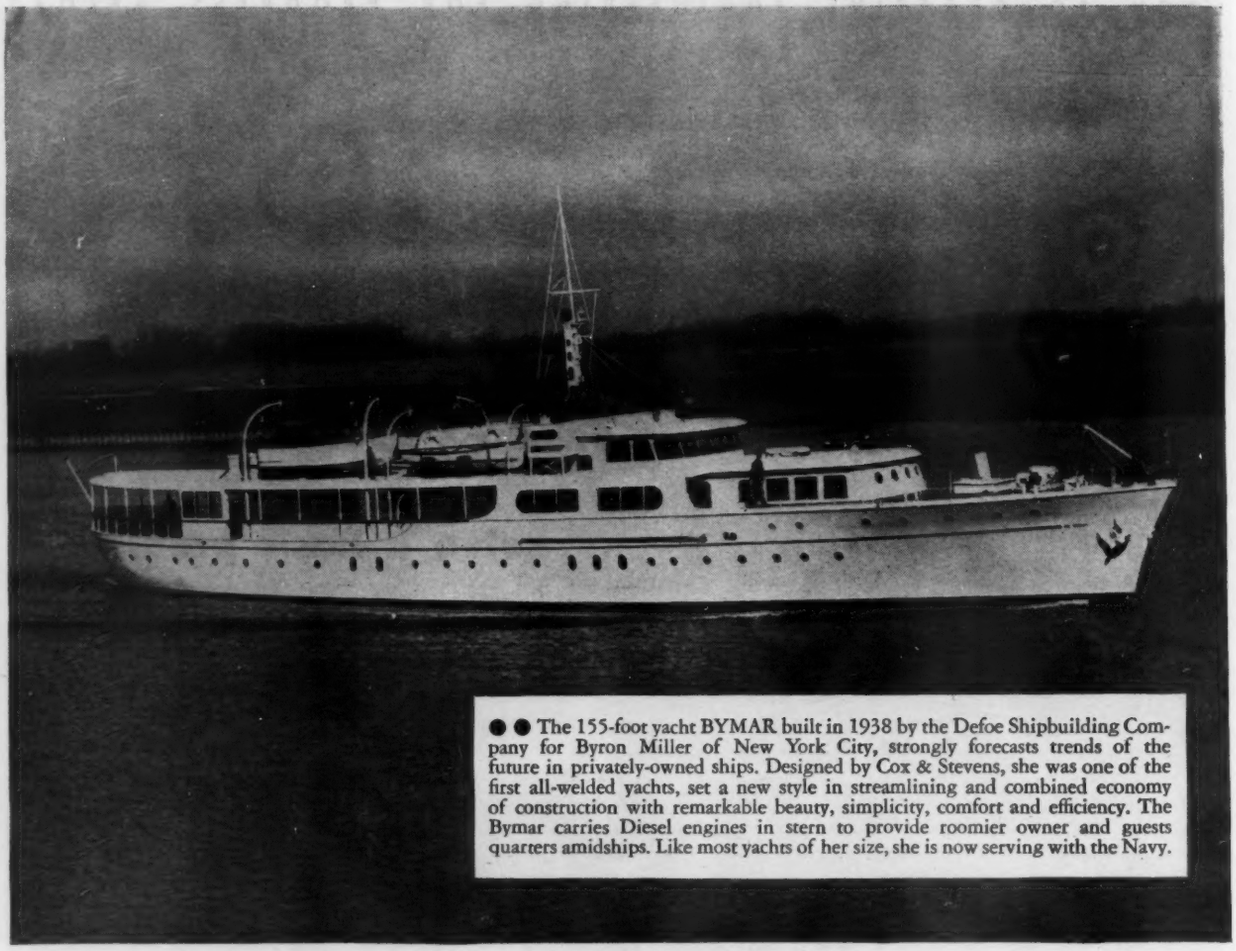

●● The 155-foot yacht BYMAR built in 1938 by the Defoe Shipbuilding Company for Byron Miller of New York City, strongly forecasts trends of the future in privately-owned ships. Designed by Cox & Stevens, she was one of the first all-welded yachts, set a new style in streamlining and combined economy of construction with remarkable beauty, simplicity, comfort and efficiency. The Bymar carries Diesel engines in stern to provide roomier owner and guests quarters amidships. Like most yachts of her size, she is now serving with the Navy.

When the Seas are Free Again

DAY after day, here at Defoe, nearly 4,000 workers build battle-worthy fighting ships to add to the fleet of 130 already delivered to the U. S. Navy by Defoe since Pearl Harbor. But, with Victory, that job will be done and the waters of the world will be free again.

●● Once more the sleek, resplendent fleet of yachts will cruise at their owners' pleasure. Advancements will come out of this war for yachtsmen of the future that were not even dreamed of by designers a decade ago.

●● Swifter, safer, more economical vessels will embody new beauty, new materials and techniques . . . new power plants . . . greater comforts.

●● Important developments in instrumentation will include ship-to-shore phones, Radar, improved radio and electro sounding.

●● After the war, Defoe will resume its traditional forty-year-old role of building private yachts and commercial ships. And, as a further contribution to better American standards of living and employment, its new Housing Division will produce scientifically designed homes—quality-manufactured for permanency.

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Four White Star Renewal Citations now decorate the Navy "E"-Award won by Defoe workers.

BACK THE ATTACK —BUY WAR BONDS

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. . AROUND THE COMPASS

AT A FINGER'S TOUCH . .

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Position of stick indicates rudder direction at all times.

In steering, 18 or more feet of hard wheeling is reduced to only 18 inches of lateral stick movement.

Stability and ease of operation obtainable with no other equipment.

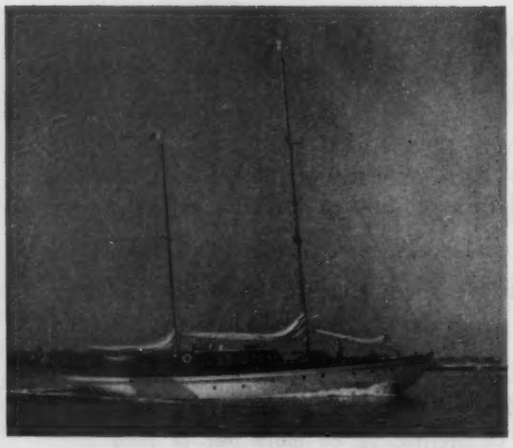
Morse **MARINE CONTROL SYSTEM**

THE MORSE INSTRUMENT CO., 25 Clinton St., Hudson, Ohio

For many years in the past —
as well as for the future

LUDERSHIP MEANS LEADERSHIP

Bonnie Dundee, Luders designed and built was first of the fleet of modern seagoing motor sailers.



The leadership of LUDERS design as exemplified by the creation of Bonnie Dundee is also manifested in other types—such as the round bow for power craft—and the streamlined deckhouses which we incorporated in our Commuters more than a decade ago.

Post-war yachts, designed and built by LUDERS will reflect our advanced thinking and able craftsmanship.

LUDERS MARINE CONSTRUCTION CO.
Stamford, Connecticut

News from Yachting Centers

ON COLLEGE CHARTS

By Leonard M. Fowle

▶ The Navy honored a former officer of the I.C.Y.R.A. when the Bath Iron Works in January launched the U.S.S. *Fox*, a new super-destroyer named in honor of Captain Myles Fox, USMCR, who died gallantly leading his men in the early hours on Guadalcanal in August, 1942. Captain Fox, a Stamford yachtsmen and the older brother of Ensign James Fox, USNR, recently commodore of the University of Pennsylvania Y.C., was a graduate of Williams in 1940 and served as cruising chairman of the I.C.Y.R.A. while an undergraduate.

▶ Another name was added to the Association's Roll of Honor when the Navy Department announced on January 27th that Lt. William C. Coleman, USNR, had been killed on a flight from the Melbourne, Fla., Naval Air Station. Lt. Coleman, Harvard '40 and a native of Maryland, sailed with Jimmy Rousmaniere as crew in a few college dinghy events and in the McMillan Cup. He was nautical instructor at the Seawanhaka Corinthian Y.C. at Oyster Bay in 1938, being the predecessor in this post of Lt. Herbert H. Irwin, USNR, another graduate of Harvard who gave his life for his country early in 1943.

▶ The two officers of the Coast Guard who played the greatest part in the development of the Coast Guard Academy's splendid sailing facilities while serving successively as heads of the seamanship department at the New London service school have also distinguished themselves in this war. This column has already commented on the "spot" promotion and the award of the Legion of Merit to Captain Miles H. Imlay, USCG, who has now returned to the United States after playing a prominent rôle in the operations in connection with the Normandy invasion. In January, the Navy announced the award of the Bronze Star to Commander Harold C. ("Hap") Moore, USCG, for his part in the Allied landings in Southern France last August. About the same time, Captain Imlay's predecessor at the Academy became Captain Moore.

▶ An officer who played a rôle at the Naval Academy which was the counterpart of Captain "Hap" Moore's at the Coast Guard Academy, has also returned after serving with distinction in the Pacific. The *Army and Navy Journal* recently reported that Captain Charles Adair, USN, was spending an extended leave with his family in Annapolis. While at the Naval Academy, Captain Adair, then a lieutenant and later a lieutenant commander, laid the ground work for Navy's participation in college yachting and the acquisition of the fine fleets of 14-foot dinghies and cruising yawls.

▶ Lt. (jg) Emil ("Bus") Mosbacher, USNR, Dartmouth '42, recently returned from more than a year's duty on board a mine sweeper in the Pacific. The ex-Dartmouth ace seemed more thrilled over performance of his "kid" brother, Bobby, in the Internationals on the Sound last summer than by his own experiences in the Leyte invasion, which included almost a front row seat at phases of the Second Battle of the Philippine Seas.

▶ Another former officer of the Inter-Collegiate Y.R.A., Robert N. Bavier, Jr., Williams '40, is among the first graduates of the Navy's V-7 midshipmen's schools to attain the rank of lieutenant commander. The promotion was received shortly after Lt. Comdr. Bavier was assigned to the command of a destroyer escort, after having served as executive officer in a vessel of this type for more than a year.

1. Inner flexible conduit affords maximum physical protection to wiring.
2. Braided wire covering, sometimes in multiple layers, improves the electrical shielding and provides increased ruggedness.
3. Main conduit manifold is bent to shape from seamless tubing.

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The Breeze Radio Ignition Shielding which equips the modern aircraft engine is the product of extensive laboratory test and research.

Effective shielding calls for a metal case of high conductivity around possible sources of radio interference, designed to lead off high frequency impulses to the ground and prevent their radiation. Each installation must be custom engineered to meet the needs of the problems involved.

Breeze Shielding is designed for ruggedness, resistance to vibration, and maximum isolation of high frequency interference. Each wire of the braided cover must be positively soldered at each connection, inner conduit must be tight to avoid electrical leakage, and fittings must be precision-machined for close fit and uniform pressure of contact faces.

New shielding problems presented by the rapid advance in the science of radio communication and television are constantly being solved by Breeze engineering. A background of many years experience in shielding automotive, aircraft, marine and commercial engines has made Breeze America's headquarters for Radio Ignition Shielding.

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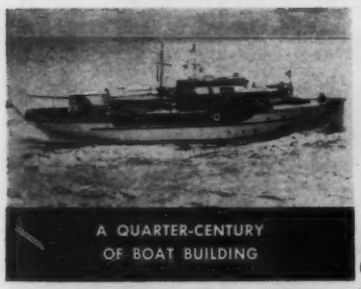
A QUARTER-CENTURY OF BOAT BUILDING

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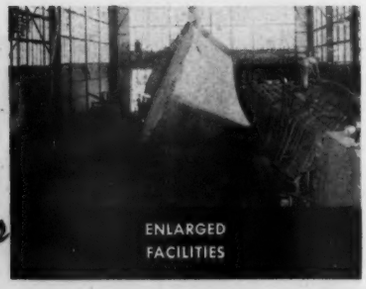
ENLARGED FACILITIES

equals NEW CONCEPTIONS OF FINE CRAFT

How would you like to take the wheel of the after-Victory Cruiser shown below? The sketch has been made from the completed blue prints of a production craft which will be built by Harbor Boat Building Company at the war's end, and which will combine our accumulated knowledge of prewar boat construction with improved war-time methods of building fighting craft. Complete information on this cruiser is available only on personal request. No prospectus is available for general distribution — but we'll show you more details in next month's advertisement.

HARBOR BOAT BUILDING CO.
Builders of Fine Craft

LOS ANGELES HARBOR • TERMINAL ISLAND, CALIF.

DETROIT JOTTINGS

By George E. Van

▶ Chuck McGregor, chairman of the Bayview Y.C. race committee and boss of the Port Huron-Mackinac Race, picks July 14th for this year's 250-mile event. This is a week earlier than Chicago's Mackinac Race, July 21st, and some of our boys are figuring on making both events. Ernie Grates and Murray Knapp say they will take *Blitzen*. Jimmy Grove's *Manitou*, Wilfred Gmeiner's *Apache*, Clete Welling's *Vitesse* and Fred Ford's *Windigo* are other possibilities among the cruisers. The two races were held on the same date the last two years. A Detroit boat, Charley Sorensen's 61′ *White Cloud*, won the race in 1942, making the fastest time in 30 years from Chicago.

▶ Bayview, according to McGregor, is invoking the rule which requires all racing class boats going to Mackinac this year to have self-bailing cockpits. The committee has been easy on the boys in recent years. Only one of the five Eight-Metres which made up last year's division was a self-bailer. The Eight-Metre fellows aren't squawking, however, and will build their cockpits to conform.

▶ Perhaps the parade of yachts to the Great Lakes is turning around and going East. Al Cooper has sold the Eight-Metre *Warrior* (*Winjack*) to Granville Whittlesey of New York.

Commodore Jimmy Beidler, of the Interlake Y.A., presided at the spring meeting held at the Toledo Y.C. and announced that the annual jamboree of the ILYA would be held at Put-in-Bay August 4th–8th.

▶ About 50 war veterans are convalescing at the Army Recuperation Camp at Gull Lake, Michigan, and they want to go sailing. They have one Lightning and want to buy two more. They aren't asking for charity, they just want to know where they can buy two Lightnings. If you can help, write Joe Vance, 7900 E. Jefferson, Detroit 14.

▶ Clare Udell, of the Chicago Y.C., added to the gayety of things at the Detroit Eight-Metre Association's shindig at the Detroit Y.C. in February. Nearly 200 attended (an indication of how boat-hungry we are in this community). Chairman Perce Darnell awarded the Eight-Metre flags to Charley Beck who took the season's long distance title with *Conewago;* to co-skippers Eddie Wunsch and Bob Kerr for their triumph in the Iceberg Series with *Shamrock;* and to Tom Petzold who won the Detroit River championship with *Thisbe.*

▶ If you've a one-design boat in Detroit, you most likely belong to an association. It's all the go here. The "Eights," Stars and cats all have had their groups for some time. The 22-Squares have changed from the Detroit to the Great Lakes 22-Square-Metre Association with Al Grundy as commodore and Bob Langley as secretary-treasurer.

The "Sixes," now eleven strong here, formed an Association with Jim Grant (*Sprig*), Charley Dodenhoff (*Alarm*) and Paul Williams (*Foof*) as officers.

MASSACHUSETTS BAY FLASHES

By Ed Earle

▶ Commodore Richard D. McMullan, of Norwell, was reëlected to his third term at the helm of the Boston Y.C. as the senior organization of New England held its 79th annual meeting at the Rowe's Wharf Station. A. Devereaux Chesterton, former vice commodore, recently returned to yachting status after serving as a lieutenant in the Coast Guard Reserve, was elected to the two-star ranking. The other 1945 officers include Rear Commodore Robert E. Dillon, Secretary Blake H. Cooley and Treasurer E. Ober Pride. George H. Batchelder, ex-Commodore Thomas M. Elcock, ex-Commodore James R. Hodder and Dr. Roy R. Wheeler comprise the executive committee. John R. Hunneman was elected chairman of the membership committee and Myron R. Hutchinson heads the race committee.

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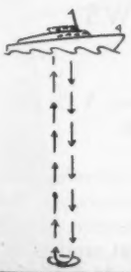

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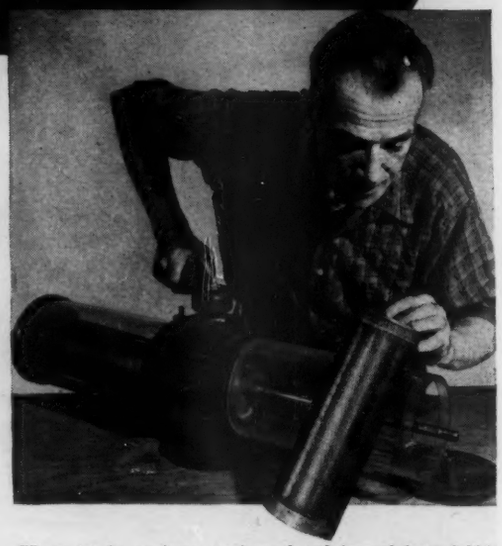


Water intake strainers, perforated and formed from 0.031-inch Monel sheet. On boats operating close to shore, a Monel wire cloth *filter is inserted in the strainer to filter out small sand particles.*

Monel—THE SEA-GOIN' METAL

A buffet supper, with a chowder which almost equalled the culinary artistry of the late William U. Swan, preceded the Boston meeting. Old shipmates in uniform and mufti exchanged salty memos of Boston cruises and looked forward to bigger things when war days go by the board. With a membership of 312 and finances in blue figures, the club should sail stronger than ever. Last year, Boston Day at Marblehead Race Week drew the biggest wartime fleet in this section.

▶ Commodore Frederick J. Shepard, Jr., again heads the Corinthian Y.C. The other flag officers and committees elected at the annual meeting include Vice-Commodore Richard D. Seamans, Rear-Commodore Donald H. Waterhouse, Secretary Myron R. Hutchinson and Treasurer Frank J. McManus; executive committee, Richard J. Thayer and ex-Commodore Daniel E. Watson; race committee, Frank P. Munro, Robert A. Leeson, Robert M. Fallon and Harold T. N. Smith; house committee, Dr. Fred W. Hovestad, George Rouse and William Welch; recreation committee, Kenneth Dommett, Walter A. Lapham, Charles R. Pritchard and Albert Tierney; membership committee, R. Stedman Hood, Francis W. Paige, P. Carlton Rowen and Frank P. Scully.

▶ Twenty-three member clubs were represented in the meeting of the Massachusetts Yacht Clubs Association at the Columbia Y.C. The report of Chairman John Murphy of the Legislative committee was encouraging on the important question of dredging. The Coast Guard has requested the coöperation of the Association in its current campaign to enlist young men of 17 as apprentice seamen to fill its fighting complement.

▶ The Braintree Y.C. has started a course in piloting and coastwise navigation. The class meets every Friday evening.

▶ The glow of a "hot" fall series, in which Tech dinghy sailors were undefeated in a dozen out of thirteen intercollegiate regattas, carried on to warm a "dusty," wintry night, when the M.I.T. Nautical Association held its ninth annual dinner at Walker Memorial, Cambridge. Commodore Charles Bloomer, who led the Tech yachtsmen to the impressive collection of trophies, including the Danmark and Schell blue ribbon dinghy prizes, awarded the coveted Bosun's certificates to Leigh Brite, Fred Blatt and Lawrence White. The gathering included many sailors of the fair sex. Johnny Doremus was master of ceremonies and the speakers included Alan R. "Doc" Lukens, 3rd, Tech sailing coach; Lt. Cmdr. Walter "Jack" Wood, former Tech sailing director now stationed at the U. S. Coast Guard Academy; Prof. Erwin Schell, Prof. Doland C. Stockbarger and Prof. George Owen, noted veteran yachtsman and designer.

▶ Lt. "Simmie" LeBlanc, USA, now in the South Pacific, who has missed three Marblehead Race Weeks since he was eight years old, is hoping for the day when he can get back in the Adams Class. He used to own and sail *Peanut* with great success. His wife Edith, daughter of Billy Wheater of the Boston Y.C., who was the first girl skipper in the Indian Class, is now with the Red Cross in India.

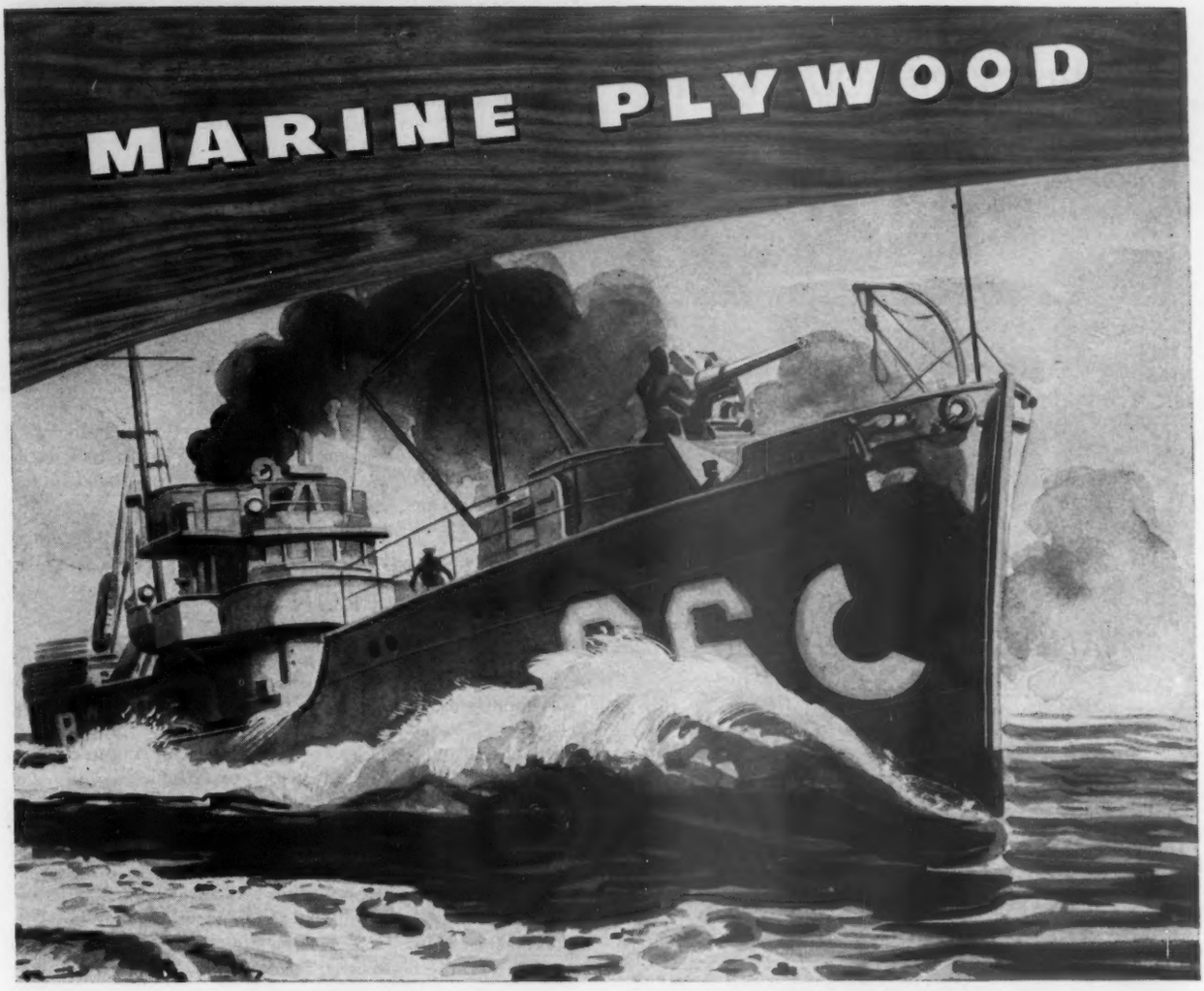
LAKE ONTARIO NEWS

By W. Peck Farley

▶ Word has reached us from the Youngstown Y.C. that Jo Parker has sold her Six-Metre *Alarm* to Detroit.

▶ Algonquin Y.C. members have elected the following officers for 1945: commodore, John Watkins; vice commodore, Frank Bushe; secretary, Mrs. Howard Delaney; treasurer, Mrs. Mae Crane; sergeant at arms, Ted Sweet; Comet fleet captain, Howard Delaney; Lightning fleet captain, Dr. John McIntosh.

▶ The Pultneyville Y.C. held its first annual meeting January 20th and elected the following officers for 1945: Gordon Tompkins, commodore; Dick Poray, vice commodore; Ernest Mon-



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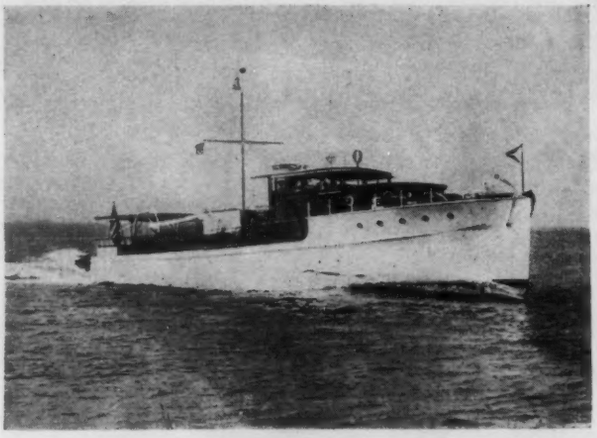

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tondo, treasurer; and William Schaad, secretary. . . . R. C. Brown of Rochester was awarded the Sailing Trophy for winning the greatest number of races last year. . . . Plans for a clubhouse were discussed with Waters Point as a possible site.

▶ The Lake Ontario American Fleet of the International Star Class held its annual meeting late in January and elected Oscar Marth fleet captain and Tom Hale, fleet secretary. A proposed racing schedule for the 1945 season, comprising 24 races in five series, was discussed.

▶ The Rochester Power Squadron has grown to 162 members in ten years and this year's Piloting class has had a higher average attendance than any other year despite war and snowstorms. At the annual meeting of the United States Power Squadrons held in New York late in January, Harold Field, a leading figure in the Rochester P.S. was elected National Chairman of the Board of Admissions.

▶ Sixty-eight new members were elected to the Rochester Y.C. in 1944, bringing the membership to 272. Death took eight members during the year, including two in the armed forces. Forty-four club members are now in service.

YACHTING ON THE NIAGARA FRONTIER

By Reginald H. Pegrum

▶ Ernest H. (Shorty) Holzworth, fleet captain, of the Buffalo C.C., reports much progress in plans for the coming yachting season. Despite the fact that the amount of snow and ice currently visible makes blue water in July seem improbable, a group of boat owners recently met to formulate plans. One interesting item was the discussion of rules. The N.A.Y.R.U. rules are too commonly concerned with boat situations existing long prior to the occurrence of a foul. This usually means that a protest committee is unable to determine the facts of the situation and no decision is possible. As a result, the Vanderbilt Rules will be used for an undetermined number of races to ascertain their value. Last year the Juniors used the Vanderbilt rules but no protests occurred to test them.

▶ At the B.C.C. this summer there will be a handicap class for all small boats not in a regular one-design class. The Lightnings, hence, will not be eligible, but there should be included Snipes, Knockabouts, Brutal Beasts, and possibly 14-foot International Dinghies.

▶ Lewis E. Howard has gone to Rochester and the loss of his 14-footer *Whistle* reduces this class to two. Stuart H. Gibson and John E. Copeland, of B.C.C., also owners of 14-footers, have attempted to buy other dinghies but they are scarce at present, so this class will probably not be augmented this year. Herman Haller and his brother, of the Niagara S.C., are in a similar situation. They would like to see more of the 14-foot Internationals at their club, but they are finding expansion now nearly impossible.

▶ Shorty Holzworth will again sail *Sealark* out of Abino Bay. He is looking for crew members. The line forms on the right.

▶ Elmer E. ("Bud") Doyle, Commodore of the Youngstown Y.C., is greatly interested in plans of the L.Y.R.A. A meeting in Hamilton will soon formulate these plans for the season. An L.Y.R.A. Regatta and a Freeman Cup Race are both likely.

Y.Y.C. will again hold a cruise to the Bay of Quinte and a full schedule of races on the club courses.

▶ Bud Doyle reports that *Bangalore* will be afloat this season spic and span with a new rudder, sternpost and keel bolts; repairs of the damage caused by grounding on Lapp's Point last summer. . . . Lt. (jg) Doug. Jones, USCGR, has sold *Windsong* to W. B. Martin. The new owner will probably keep the boat in the fleet at Y.Y.C.

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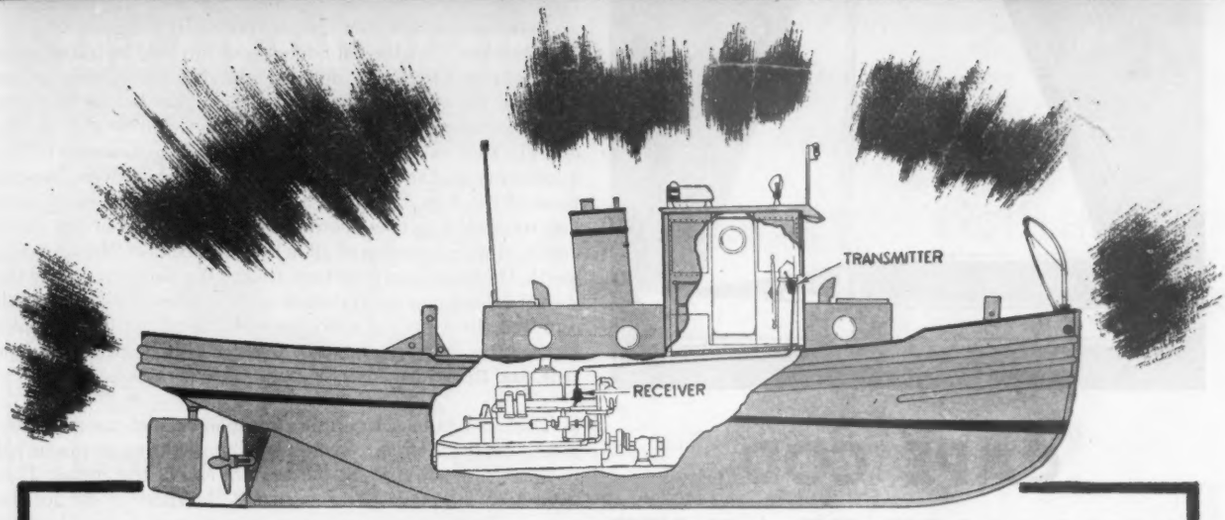

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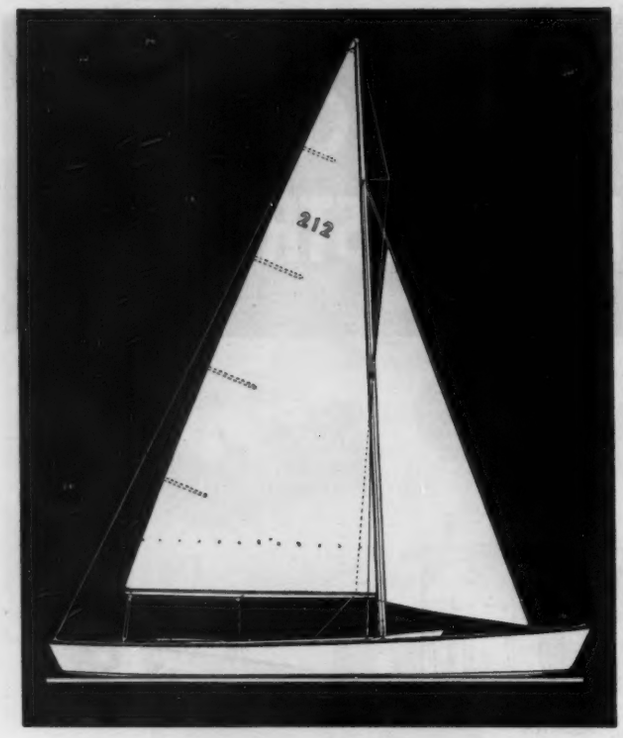

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LONG ISLAND SOUNDINGS

By Starboard Tack

▶ Sound skippers who are giving more than passing thought to the coming season's racing schedules are hereby advised to start making notations on their calendars, for two important events are already on the bulletin board. First reported is the 14th Annual Riverside-Stratford Shoal Race, which has been tentatively fixed for June 23rd–24th (subject to the approval of the Coast Guard and the scheduling committee of the Y.R.A.). Second is the annual spring race of the Off Soundings Club. The tentative date set for this invitation event is Friday, June 8th. The plan is to have the first day's race start at Stamford and finish off Manhasset. The day following there will probably be an informal run to either Oyster Bay or Huntington.

Formed in 1935, the Off Soundings Club held its initial spring race in May of that year, drawing a total of nine entries. As time went on, the event gained in popularity and before the war it was not uncommon for it to bring out between 80 and 90 starters. The success of these races was due in large measure to their informality and to the club's rating rules, which were based on those of the New Bedford Y.C. In later years, they were modified somewhat, giving more allowance to some of the slower boats. Most interesting of all is the statement of Melvin Southworth, Off Soundings secretary, that: "We discovered early that the same boat was always winning the prizes, so we adopted the rule that the winner of a first prize be penalized 10 per cent in future races and the winner of the second prize penalized 5 per cent, and that this penalty remain for four races."

▶ The much publicized arctic atmosphere which the meteorologists glibly pass off as a "cold front" brought an emphatic halt to frostbiting activities at the western end of the Sound. There have been various reports as to the thickness of the ice, but since ice boats were in evidence, no explanation need be given as to why the dinks were not. *Felix*, Pat O'Gorman; *Dainty*, Corny Shields; and *Zotom*, Ed Raymond, were up in the money at Larchmont when the ice moved in.

▶ Milder weather was ushered in and the ice was ushered out on Lincoln's Birthday week-end, providing two days of belated competition. On both dates the leaders were: *Zotom*, Ed Raymond, with .110 and .74; *Dainty*, Corny Shields, with .107 and .65; and *Harvey*, Arthur Knapp, with .101 and .60.

▶ Last year's officers were reëlected to guide the activities of the S Class, viz., W. A. O. Olsen, chairman; William Chesley, treasurer; John H. Gould, secretary. The new rules committee consists of Philip S. Patton, William Chesley and Joseph Curren. The class now comprises 23 boats (nearly all of which are at Larchmont) and includes the following additions: *21*, Drake Sparkman; *Janie*, William Farrell; *Flying Colors*, Ruddy Nelson. It is rumored that two or three additional boats will be in the fleet by spring. Secretary Gould also reports, with understandable enthusiasm, that the Narragansett fleet expects to bring ten boats to add to the excitement of Larchmont Race Week.

▶ Elections recently reported: Off Soundings Club, Paul A. Sperry, commodore; G. W. Blunt White, vice commodore; Melvin D. Southworth, rear commodore. City Island Y.C., Carl Buhr, commodore; Dr. G. I. Steffen, vice commodore; John F. Ryan, rear commodore. Manhasset Bay Y.C., George R. Hinman, commodore; B. Glen McNary, vice commodore; Richard Rachals, rear commodore. Seawanhaka Corinthian Y.C., Frederick R. Coudert, Jr., commodore; George T. Bowdoin, vice commodore; Walbridge S. Taft, rear commodore. Huguenot Y.C., H. W. R. Wheeler, commodore; R. H. O'Hair, vice commodore; R. J. Powell, rear commodore. Harlem Y.C., R. F. Shaw, commodore; R. P. Vaughn, vice commodore; Frank P. Foley, rear commodore. Sea Cliff Y.C., John A. Mullen, commodore; T. H. Young, vice commodore; Theodore S. Clark, rear commodore. Yachting Department of the New York A.C., Albert F. Jenkins, commodore; Arthur A. Berard, vice commodore; Walter Miller, rear commodore.

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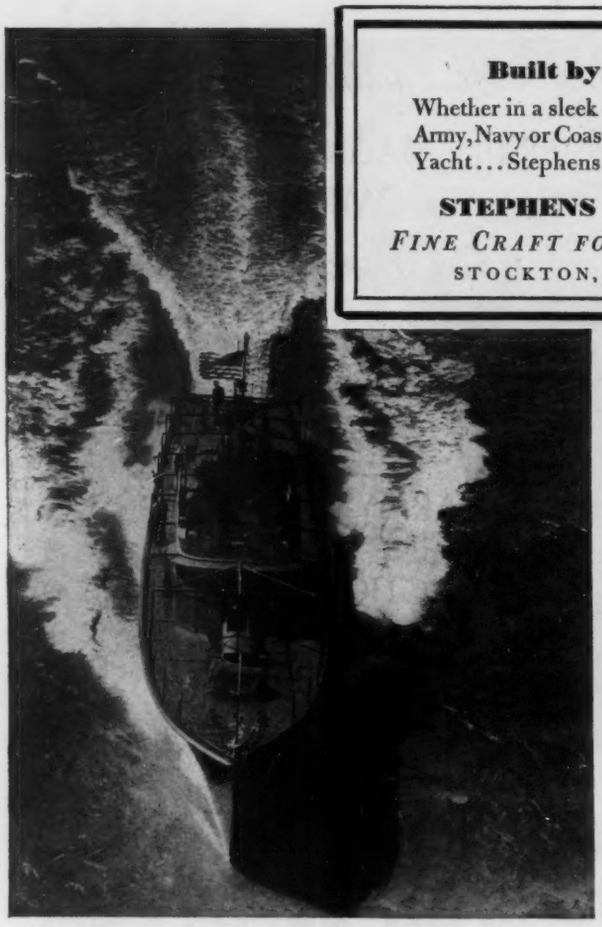

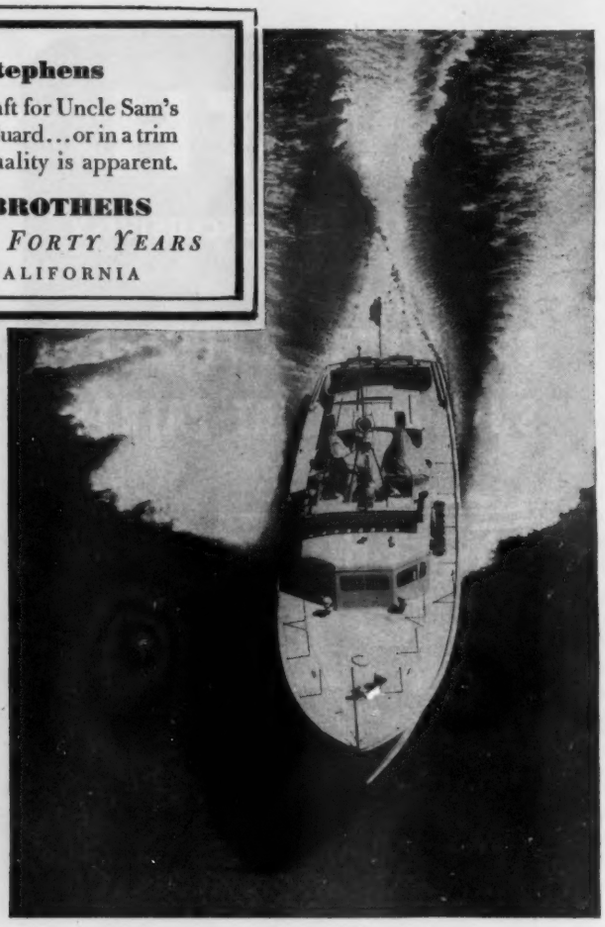

NARRAGANSETT BAY GOSSIP

By Jeff Davis (Old Doc, rtd.)

▶ You know, Rhode Island is the littlest State in the Union but, if we haven't more educational institutions in proportion to area than any of our big brothers, I'll eat clam chowder any time they have it at the yacht club, with or without tomatoes, and I hate the mixture as much as I hate spinach.

We have big ones and little ones, from the U. S. Naval War College at Newport, Brown University and Providence College at Providence, all the way down to the schools for teaching she barbers to make permanent waves. The latest is the new school at the Rhode Island Y.C. to teach about boats and how to sail them.

The idea of running a course of lectures and quizzes and following it up with some practical instruction aboard sail craft in the spring when the ice has gone out of the "crick" (and ain't we got plenty ice?) belongs to Commodore "Pete" Bohl. He's an enthusiastic Power Squadron man and the course is planned along the same lines as the Squadron's course in piloting. The talks will be given every Friday night at the R.I.Y.C. house for members and their friends. Subjects include construction (that is, the names of the different parts of the boat and their relation to the others), sails, rigs, rigging, anchoring, mooring, getting under way, marlinspike seamanship, the compass, charts and yachting customs and courtesy.

▶ The Narragansett Bay Y.A. has reëlected H. R. ("Hookie") Norgaard president; William T. Bailey, secretary; Ernest L. Arnold, measurer; and Jeff Davis, race recording secretary. Roger Hale was elected vice president, Terrell E. Cobb to represent the power boat men, Alden R. Walls for the sailing men, and Harlan Moses and Bill Moody, delegates at large to complete the executive board.

'Twas decided to revive the "race week" idea of the old Narragansett Bay Y.R.A., of racing from club to club, cut down to three days, Saturday, Sunday and Labor Day.

The "S" boat representatives announced that they intended to sail their first race May 26th, then race a pre-season series and follow the club regatta season with a postwar series, all to count in their association championship.

▶ The club regatta season will start July 4th with the Taunton Y.C. annual for the small classes and the Edgewood Y.C. long distance race for the larger classes. All but one of the clubs have named dates for their annual regattas but, as more than one want the same Saturday in a couple of cases, definite dates can't be announced until the conciliation committee completes its job. However, the prospects are for a mighty active season.

▶ *Short Ends* — Although there hasn't been any Star sailing for a couple of seasons past, there's a renewal of interest in the class. Russ Boss has bought the *WAACyWAVE* (she was *Vector* until Post bought her and, as he wouldn't sell the name with the boat, she'll be something else later), and Art Simonds has bought the two-time International champion *Colleen*. . . . The Barrington Y.C. Tired Fathers have elected Don Robbins commodore and Frank Bottomley secretary and treasurer. . . . The bill providing for the construction of a couple of breakwaters to make the whole of Wickford Harbor a protected anchorage, carrying an appropriation of $44,000, has passed the Senate and was headed for the House when this was written. The breakwaters will cost about $100,000 which leaves considerable for the State or the town to raise when the work is begun. . . . The Pawtuxet Marine Corp. has sold the 45′ twin screw Elco *Betsy III*, built in 1940 for Herbert C. Harris, to Lewis W. Teller, of New York. It may be a little late to talk about Santa Claus, but Edgar Stone, owner of the Class W knockabout *Princess*, found a note from Santa in his sock, telling him that he owned the Class T *Flying Cloud*. . . . The attendance at the Power Squadron course in piloting averaged 52, seven of them women, until they reached the compass problems, then it dropped. Thirty-two, three of them women, took the examinations.

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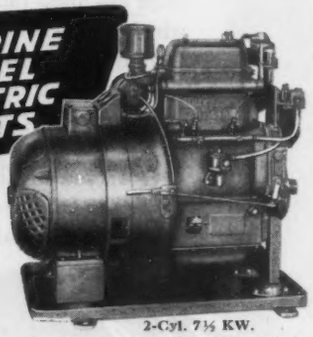

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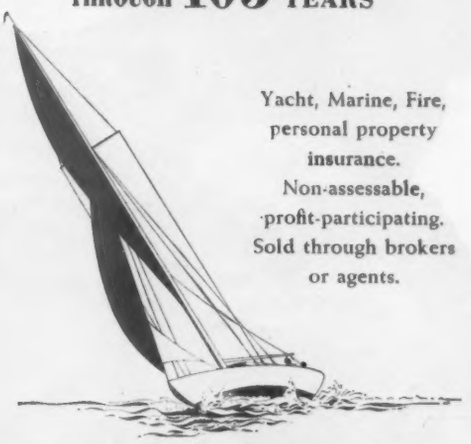

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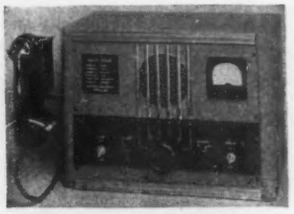

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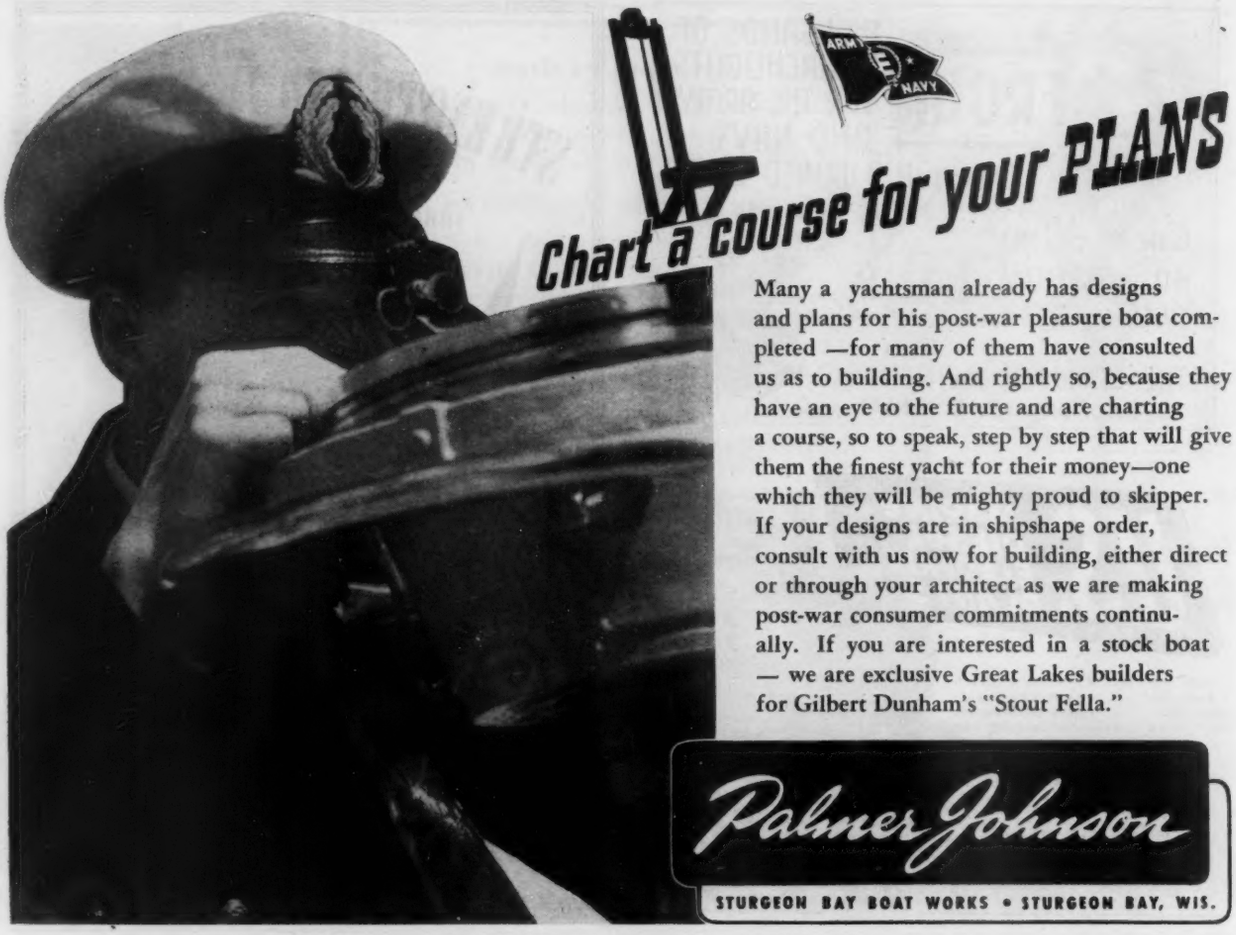
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LAKE MICHIGAN BREEZES

By Warren T. Davis

▶ Gim Hobelman, active in Coast Guard work, editor of the L.M.Y.A. monthly letter, *The Spreader*, Past Commodore of Chicago Corinthian Y.C. and member of many other yachting organizations, died in January. Gim was widely known and admired in this area and his going will leave a vacancy impossible to fill completely. A more complete story about him appears elsewhere in this issue.

▶ Columbia Y.C. will be led this next year by Fred Thulin as commodore, while A. C. Wenzel and G. A. McDermott will act as vice and rear commodores. Henry Kohn has been elected secretary and George Macha, treasurer. Columbia enjoyed some active racing last year under the leadership of Willis Ware, who led the fleet home pretty consistently in addition to being commodore.

▶ Burnham Park Y.C., one of the younger clubs here, elected E. A. Krug, commodore, with W. H. Long and W. J. Miller as vice and rear commodores. We believe that being a vice c. or a rear c. is about like being Vice President of the U. S., although in some clubs the commodores really make them work. Lee Van Degens is secretary and C. V. Stevens, treasurer.

▶ Chicago Corinthian Y.C. will have H. F. MacNeil as commodore for 1945. His club is extremely active, particularly in small boat class racing. The 22 Square-Metre Class has been built up here this past year. J. C. Rosulek is secretary-treasurer, two jobs in one you'll notice, but they can't let go of that idea of a vice commodore and a rear commodore. W. E. Wingard is to hold down the vice commodore's heavy duties with the able assistance from the rear in the person of W. W. Fisher.

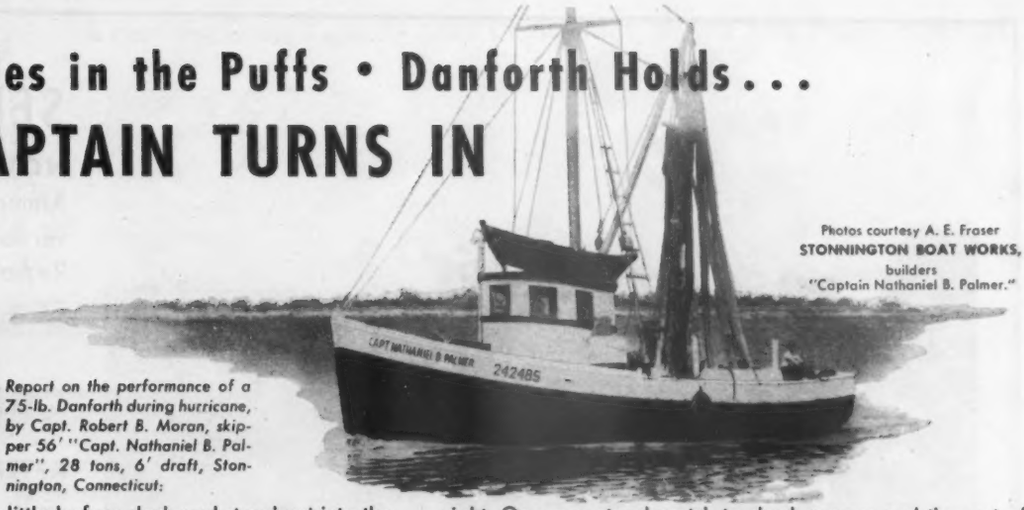
Sam Bernstein sold his Arrow to Russell Henderson, who has changed her name from *Judy Bee* to *Cirrus II*. Paul Edwards is building *Pals II*, having sold *Pals*. Don Brown and Walter Knoepfle sold the Arrow *Saeta* to Arthur Adams.

▶ While on the matter of building up fleets, the Milwaukee Y.C. intends to build one in the Lightning Class. Perhaps the L.M.Y.A. should make another attempt to stimulate the development of a fleet of some one small class all over the lake, so as to encourage more small class interclub racing. Green Bay clubs have pushed the Sea Gull class to a point where competition between clubs has been quite healthy. In the small classes, we now have fleets of Sea Gulls, Lightnings, Arrows, Snipes, National One Designs, Comets, etc.

▶ The Fish Creek Y.C. had this year's outstanding Sea Gull sailors for Green Bay, Rudy Carl in *Carla* and Stephen Post in *Ellisar* were tops. Winning the Peninsula Arts Trophy, Green Bay Championship, Ephraim Regatta, Fish Creek Regatta and Sturgeon Bay Regatta, Fish Creek and these boys made a record that can only be matched not beaten for it is 100 per cent. Thomas Marshall is commodore there for next year, with two women as officers — other clubs take note! Mrs. George Apfebach is vice commodore and Mrs. Crunden Wade is secretary-treasurer.

▶ The South Shore Y.C., the racingest of racing clubs, elected A. J. Skelding, commodore, and Gordon Hatch, vice commodore. Al Nickel, who turns out the monthly letter, is secretary and Howard Tanger, treasurer. Oh, yes, R. C. is F. C. Christianson (probably a pickle boat sailor such as your correspondent). . . . In looking back over the season's race results, the names of fine boats and good skippers pop up. In the annual regatta, the Lawries were first in the Cruising class with *Lassie*, and Otto Dreher was top in the Universals in *Lively Lady*. (Mackinac Races are their specialties also.) The Shoendorf brothers, in *Invader*, were first in the Star Class, A. Kierstead first in the Sea Gulls and Gerrit Foster, a perennial winner, in the National One Designs; South Shore One Design was taken by Robt.

90 Miles in the Puffs • Danforth Holds . . .
CAPTAIN TURNS IN



Photos courtesy A. E. Fraser
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Tietz. In the class designated as Large Handicap, *Lazybones* was first (owned by E. Dufenhorst); in the Small Handicap Class, *Naiad*, owned by Valencourt, was first. Maybe in a racing club they do need an R. C. For the season's races, the Dreher Trophy was won by William Lepthien, the Schoendorf Bros. won the Leslie-Karnstedt Trophy, Rich Mayer took the Lily E. Trophy, and Harry Zieman captured the Packee Trophy.

For the Series Races at the South Shore Y.C. first place prizes went to *Lassie* (Lawrie) Cruising, *Nancy* (Roesler-Skelding) Universals, *Invader* (Shoendorf Bros.) Star, *Stormalong* (Dick) Sea Gulls, *Lazybones* (Dufenhorst) Large Handicap. How would you like to have such a handicap that the measurer recognized it and placed you in such a class?

The Junior Officers at the South Shore Y.C. are Donald Brunner, commodore; Royce Komorowski, vice commodore; Adrian Dick, rear commodore; Duena Kuick, secretary-treasurer and John Murach, sergeant at arms.

▶ Hollis Baker sold his New York 32, an auxiliary sloop named *Whisper*, to Ledyard Mitchell, Jr., of Grosse Point, Mich.

▶ The Lindbergh beacon has only recently been put in operation and seems all the brighter now with the "brownout" in Chicago lighting.

WEST COAST BUBBLES

By Kent Hitchcock

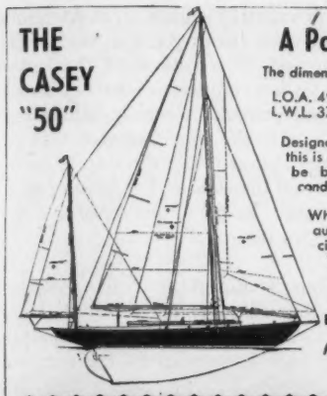
▶ Wherever yachtsmen in Southern California meet these days, the chief topic of conversation always drifts around to possible postwar locations for the many clubs now without club houses or mooring space due to war necessity. At the January meeting of the Southern California Y.A., guest speaker Lloyd Aldrich, Los Angeles City Engineer, stated that postwar plans for Los Angeles Harbor would allow little if any space for yacht clubs, slip space, mooring areas and pleasure boating. Mr. Aldrich presented in detail the plans for the long proposed Marina Del Rey Yacht Harbor, prepared by his office after years of study and research on like projects. The City Engineer's plan to develop Pleya Del Rey into a small boat harbor exclusively for the use of pleasure boating would answer the need for boating and yacht club facilities easily accessible to the population of metropolitan Los Angeles and the many South Beach towns stretching down the coast from Santa Monica to Redondo Beach. Geographically, Del Rey lies in a well-protected spot.

The complete plan would cost $9,747,500., the project to be self-liquidating and self-sustaining through service charges for boats and concessions. The Harbor would accommodate 5000 craft and shore facilities would include mooring slips, sites for yacht clubs, recreational buildings, marine gasoline stations and garages. A small industrial area would provide sites for boat repairing, servicing and small shops. SCYA delegates representing Southern California's 21 yacht clubs enthusiastically voted to endorse the plan and further acted to adopt the Marina Del Rey Yacht Harbor as a postwar project. Ellis Wing Taylor, Milton Hesselberger and John Stick were appointed a committee to act on the matter.

▶ News of another yachting development is heartening. The Alamitos Bay Yacht Harbor that will eventually serve Long Beach and the adjacent communities is slowly taking shape. The dredge working on the job recently drove the channel on through to the surf between the new jetties. The final plan will include construction of bridges and grade separations that will allow this fine all-pleasure boat harbor access to the Long Beach Marine Stadium with its ample water frontage for the construction of marinas and boating facilities. Alamitos will provide a beautiful home for the Long Beach Y.C.

▶ More good news on the yachting front comes with the announcement that the latest rivers and harbor legislation just passed by the Senate includes a $514,000 allotment for further work in Greater Newport Harbor, now badly overcrowded as host to most of the pleasure boats in Southern California.

THE CASEY "50"



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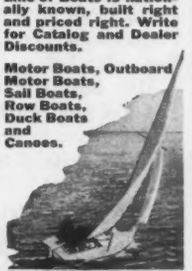

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▶ An old and faithful craft in yachting is gone. J. P. Morgan's famous old yacht *Corsair*, now for many years in the service of the Navy, has been destroyed. This veteran of the age of palatial yachts did her stint for her country as a survey vessel, bearing the name U.S.S. *Oceanographer*. A certain satisfaction to all lovers of fine vessels comes in the announcement that the Navy, forbidden by the Morgan grant to sell the ship to an individual, has cut up the hull and disposed of her power equipment. This farsighted stipulation in her grant saves her the ignominy of old age in some "rotten row."

▶ More news of club elections: California Y.C. has reëlected all 1944 officers for another tour of duty. They are: D. R. O. Hatswell, commodore; Lt. Cmdr. E. C. Jones, vice commodore; J. Duncan Gleason, rear commodore and Charles Pansing, secretary. Mission Bay Y.C.: Horace L. Upp, commodore; Bill Sutherland, vice commodore; Roger Howe, Jr., rear commodore and Daryl Collins, secretary.

COMET COMMENTS

By Mac D. Lamborne, Jr.

▶ Here are your national officers for 1945 as elected at the annual meeting at the N.Y.Y.C., New York, in January: D. Verner Smythe, Southport, Conn., president; Rodney T. Bonsall, Philadelphia, executive vice president; Dr. Wilbur H. Haines, Philadelphia, treasurer; John J. Fernandes, Jr., New York, secretary. Regional vice presidents are: Edward K. Merrill, Pennsylvania and Delaware River; Edward Loughran, Barnegat Bay and South Jersey; Fernandes, North Jersey and Raritan Bay; Frank Hoffman, New York Lakes; Edward Braddock, Chesapeake Bay; O. E. M. Keller, Central States; George H. Potts, West Coast; Vincente Balbas Pena, West Indies; and James Moffett, Long Island Sound. Members at large on the Executive Committee are Herbert L. Stone, of New York, and H. H. Jacobs, of Washington. One new region has been created, that of Barnegat and South Jersey.

Highlight of the annual meeting and dinner was the presentation to "Skipper" Stone of a perpetual trophy to bear his name and to be raced for annually in some event or events as yet undesignated. The dinner was in his honor for his well-known contribution to small boat sailing in this country. The dinner was attended by about 90 persons.

▶ Two other important decisions were made at the New York meeting. One was to hold a national championship regatta, if Government regulations and war conditions permit, at Seaside Park, N. J., September 7th, 8th and 9th; the other, to publish a new handbook, the first since 1942.

▶ By only 10 points, Harold Martin, of the Green Pond Y.C. in New Jersey, missed winning the High Point Trophy for the third year. It was awarded to a promising newcomer from the Bayside Y.C. on Long Island — Phil Marriner who accumulated 1716 17/21 points. This compares with 1706 19/20 for Martin.

Other contenders for the trophy in order of points were: Don Peters, Princess Bay, 1698 4/5; Richard Bertram, San Juan, 1679; Clarke Daniel, Washington, 1677 23/27; Frank Howard, Washington, 1650 8/17; William Baltz, Jr., Echo Bay, 1646 2/15; Edward Fracker, Jr., Princess Bay, 1635 13/15; Hector Sanchez, San Juan, 1633; George Brazill, Jr., Echo Bay, 1631 2/3; C. Dannerlein, Echo Bay, 1586 2/5; Maria Balbas, San Juan, 1585; Henry Haywood, Jr., Bayside, 1574 1/3; George Straubmuller, Sea Isle City, 1570 1/6; Richard Pool, Jr., Echo Bay, 1568 1/2.

Miss Balbas is the daughter of Commodore Balbas and the first girl sailor in Puerto Rico. She is also one of the few girl skippers ever to figure high in the trophy competition. Hats off to the senorita of San Juan.

▶ R. C. Stevenson, coördinator of Sea Cadet activities for the Royal Canadian Navy, reports that the Navy League of Canada has adopted the Comet as the league's one-design class for cadets.

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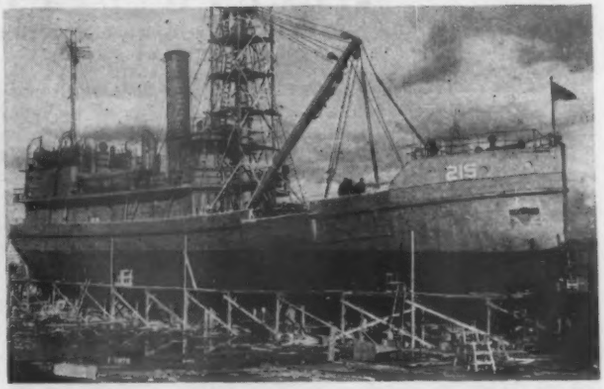

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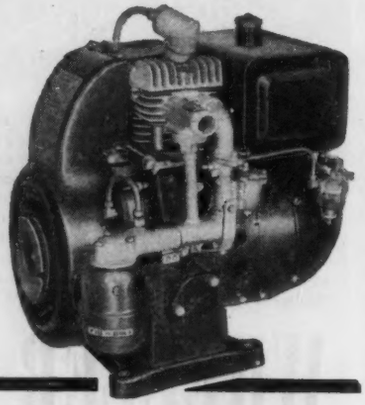

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14½" high. Floor area 3½"x3¼". Weight 6½ lbs.

Model BPA Automatic

Model	Volts	Amp.	Price Each
BPA-6	6	6	$27.50
BPA-12	12	3	28.50
BPA-32	32	1.3	29.50
BPA-110	110	33	31.50

14½" high. Floor area 6"x4¼". Weight 11½ lbs.

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MAINE COAST NOTES

By Lawrence B. Getchell

▶ William S. Newell, president of the Bath Iron Works, recently announced the drafting of a resolve asking the Maine State Legislature to authorize an issue of $10,000,000 worth of State Pier Bonds to finance construction of two large commercial piers and a State Fish Pier on the Portland waterfront. This construction project ties in with pending federal appropriation for the extensive improvements to Portland Harbor described here a few columns ago.

▶ The Mt. Desert Boat Yard, Inc., reports great interest in its new auxiliary yawl *Maine Coast 36*, inquiries about the boat having been received from each of the 48 states, plus Alaska and Costa Rica. An experimental *MC 36* is now under construction.

▶ (Advt.) This column's other reader, Lt. Hank Streeter, erstwhile member of the Old Howard Y.C., would appreciate some help in picking a name for his postwar dream packet. Hank contends that the war boatbuilding boom has used up all the likely names and as proof thereof submits the testimony of having seen a fine ship named *Wahoo Swamp* during his recent travels abroad. Maybe *Wahoo Swamp* is the last straw. We knew a boat named *Arthritis!*

▶ This winter on the Maine Coast has seen a succession of vicious gales and high tides which, altogether, have probably caused more damage to shipping and waterfront property than the hurricanes of '38 and '44 combined. In addition to that November howler which all but wrecked the lobster fishing industry, a blow in December put Lubec's waterfront out of commission and another in January ripped the coast from end to end. In the latter gale, Sumner Pingree's *Queen Mab* smashed into the bridge at Boothbay Harbor but, luckily, sustained little damage.

▶ Ralph Scott's boatyard and the adjoining fish wharf were badly charred in a spectacular $250,000 blaze which consumed a good sized piece of the Boothbay Harbor Waterfront. Scott is the Chris-Craft dealer there.

▶ Frank L. Sample, Jr., Inc., has launched the 96′ dragger *Junojaes* built for Capt. Michael Smith, of New Bedford.

REPORT FROM THE DELAWARE RIVER

By Gerry Michener

▶ 1945 promises to be a bigger and better year for the Riverton Y.C., not only because of the anticipated expansion of its sailing fleet but because of its many plans for new activities. George Kimball is again commodore of the club and Edward Shivelhood is vice commodore. Commodore Kimball has announced the following committees for the coming season: Regatta — A. H. Burns, chairman; Wharf and House — Edward Shivelhood, chairman; Publicity — John Malloy, chairman; 1945 Program — Howard Frome; Entertainment — Knute Hunn; Budget — Ogden Mattis.

From all appearances it would seem that the Moth Fleet, new to Riverton last year, is going to be one of the most active groups of sailors this coming season. The fleet started out with two or three boats at the latter part of the summer and now, under the guidance of Knute Hunn and Barney Tool, fourteen of the younger members of the club are building Moths. Duster owners are looking forward to the coming racing season with great anticipation to competition for the S. N. Candy Trophy. Pennants, awarded by the Delaware River Y.C.A., have been received by the skippers taking first place in the Delaware River Championship Races. Ingo Stephan, of the Red Dragon C.C., received the pennant for the Comet Class, Charles Knight, of the Riverton Y.C., for the Star Class, and Knute Hunn, Riverton Y.C., for the Duster Class.

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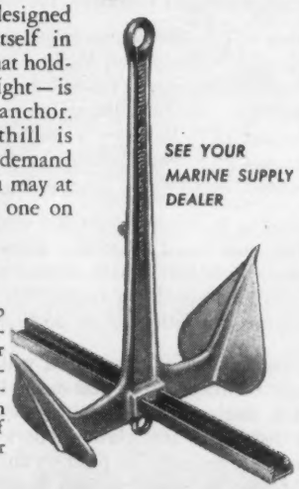

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FROM SAN FRANCISCO BAY

By Jesse L. Carr, M.D.

▶ Spring and summer racing programs under the Y.R.A. are pretty well outlined at this time for San Francisco Bay. Although somewhat tentative, the following dates have been set:

May 6, 7 — Corinthian cruise to Vallejo and return.
May 20 — Richmond Yacht Club.
June 3 — Aeolian Yacht Club.
June 17 — William Randolph Hearst All-Clubs Regatta.
August 19 — Berkeley Yacht Club.
August 26 — Golden Gate Yacht Club.
September 16 — St. Francis Yacht Club.

According to this schedule, the Berkeley Y.C. regatta is a little earlier than usual, leaving a place for the Golden Gate Y.C. event, which will be its second annual race week. Alameda Y.C. is not scheduling racing this year, partly because of the numerous restrictions in its portion of the bay.

▶ The opening of this season will sadly miss the direction of Harry Struthers, who has been the official recorder for the Y.R.A. during the past four years. Having been moved from this district to the southern part of the state, Struthers has necessarily resigned his position and will be keenly missed by all yachtsmen in San Francisco Bay waters. His tenure of office has been marked by an unusual harmony and unanimity hard to achieve between sailors, particularly those who are racing each other. In addition to this, he has been a model of efficiency and the handicapping systems, both previous and projected, have been handled with such tact and ability that complaints and criticisms have been, under his direction, at a minimum. All San Francisco regrets his departure.

Also leaving San Francisco is the treasurer of the Y.R.A., Johnny Marsland, who has worked with Struthers in the same organization and also has been transferred to Los Angeles. He will be replaced sadly and with great difficulty.

▶ William LaViolette, old time racing skipper and chairman of the Y.R.A., indicates some lessening of Coast Guard restrictions for the coming season, but it is believed that courses will still be routed away from the San Francisco marina.

▶ Regular members of the St. Francis Y.C. met January 15th for their annual dinner and business meeting. Following what many hope is a long-term trend, this membership enthusiastically endorsed a postwar plan to place more emphasis within club activities on yachting and less on social functions. This club has a large surplus, now invested in war bonds, to be spent after the war, for deferred expenses. According to indications at this meeting, however, new construction will at least in part be for additional sail-drying rooms and small-boat facilities.

▶ Members of Marin Y.C. have not only taken this matter under advisement, but have reportedly purchased seven Rhodes-designed Wood Pussys for local regattas and the use of their younger members. Already delivered and sailing are the *Waldo*, skippered by Lawrence Carr, and Jennifer Carr's *Stripe*. Summers Peterson, Kenneth Bechtel and Charles Langlais are awaiting delivery of their boats at this time. The Peterson boat will be christened *Whiff*.

▶ The 59th annual stag dinner of the Corinthian Y.C. celebrated the return from the European front of Captain Stuart Hynes, one of the most famous of San Francisco Bay afterguards. They also installed at this time Christy Struven, commodore; Herman B. Hogrefe, vice commodore; Eddie Howard, treasurer; Dr. James Nuckols, secretary; Arch Munson, port captain; Gunnar Tornberg and Carl Warden, directors. Vice Commodore Hogrefe, builder and skipper of many boats still sailing on San Francisco Bay, has recently been released from the Coast Guard and has acquired a semi-commercial fishing boat which he has outfitted like a Nile barge after the manner of Cleopatra. While distinctly different from other Hogrefe boats, and probably a makeshift, she meets the basic requirements of scope and hospitality for which this skipper is famous.

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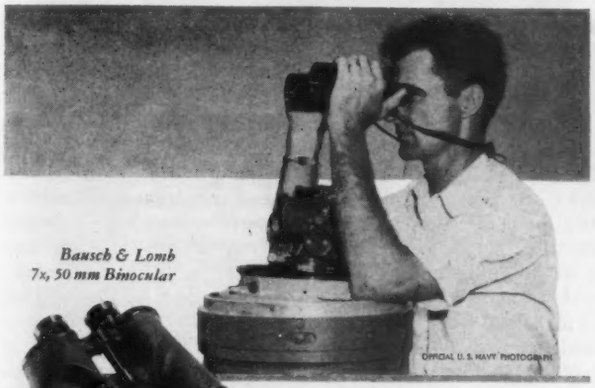

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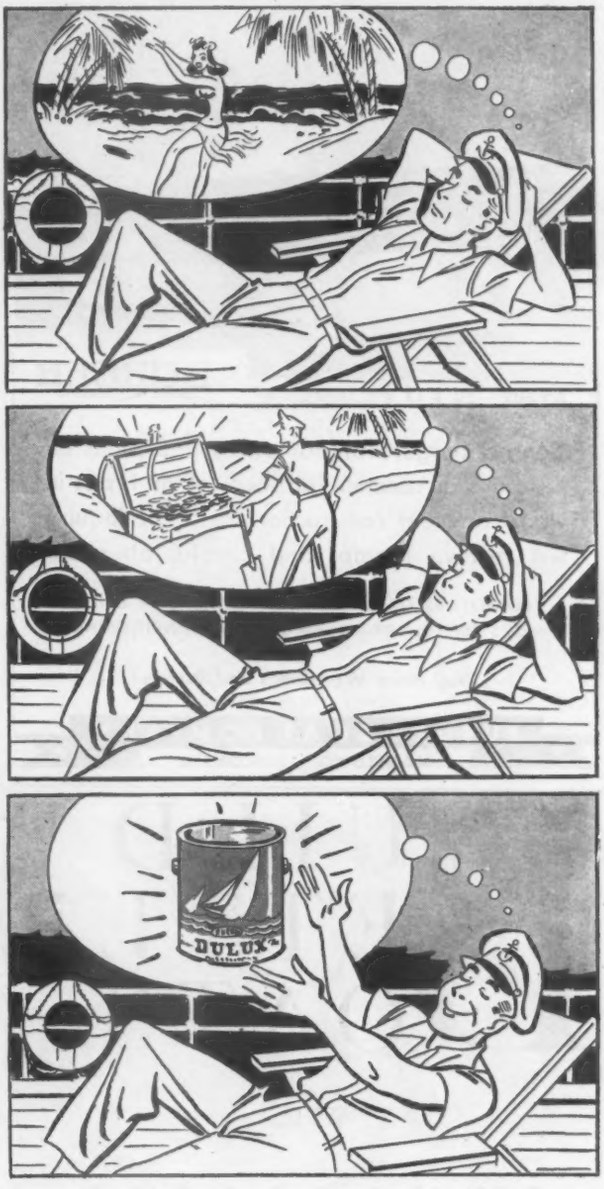

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PACIFIC NORTHWEST CAT'S-PAWS

By Ray Krantz

▶ Charles Frisbie, ardent and dyed in the wool sail yacht skipper of Seattle, and a commander in the Navy at present stationed at Seattle, was elected commodore of the newly formed Corinthian Y.C., of Seattle, at a meeting of the club held late in January. Frisbie, former owner of the 42′ sloop *Tola*, will compete this season in his new Eight-Metre sloop *Chinook*, ex-*Marbett*, of Marblehead, Mass.

Other new officers of the new "all sail" club include the following: Charles Ross, vice commodore; Bob Lamson, rear commodore; Stewart Monroe, secretary; Fred Eastoff, treasurer; and Hans Otto Giese, fleet captain. Nine trustees were named: Max Campbell, Helen Jacobsen and Bill Agnew, three-year terms; Ray Elliott, Dr. Herbert Day and Bud Anderson, two-years; Ilene Lyons, Hugh Watt, and Hugh Brady, one year.

▶ A fire of undetermined origin seriously damaged the Salmon Bay plant of Ballard Marine Railway Co., Inc., in January, but a 128′ Navy refrigerated cargo vessel on the ways was not damaged. Despite this lamentable event, the yard launched the second of two Navy craft, YP-*636*, on January 27th. The yard previously had been sold to Walter McCray, Jr., and Leo Barnecut.

▶ Speaking of 128′ Navy refrigerated cargo vessels, on January 16th, Sagstad Shipyards, Seattle, sent YP-*632* down the ways; another identical vessel is now being completed at the yard.

▶ Grandy Boat Co., Seattle, recently commissioned two new 55′ purse seine and shark fishing boats, *Brigadier* and *Cavalier*, for the Suryan family. The Monk-designed vessels have Lathrop and Caterpillar diesels, respectively.

▶ Barbee Marine Yards, Inc., Seattle, now are engaged in completing *Ocean Queen*, new salmon seiner for Jim Martin, following the vessel's early January launching. The craft, to be driven by a 135 hp. Murphy diesel will fish for this company's cannery on Chichagof Island in Southeastern Alaska.

▶ *Cat's-paws:* Mason Emanuels, owner of the 30′ "Tahiti" ketch *Otaheite*, is a new member of the Seattle Y.C. . . . Harold Jones, commodore of the Royal Vancouver Y.C., and owner of that almost traditional Nine-Metre contender *Spirit II*, has definite plans for a new wind craft after the war; the grapevine says something about 65 feet over all. . . . Lt. Roy W. Corbett, Seattle Y.C., owner of the 55′ motor sailer *Mahero*, is with the Coast Guard; working with the War Shipping Administration, he is in charge of the sale of surplus boats and vessels at Seattle. . . . Jim Tregoning's shipyard at Seattle is building a 30′ Monk-designed utility boat on cruiser lines and powered with a Chrysler Crown with 2:1 reduction gear, for eventual use as a Blakely Island service boat; O.D.T. okay'd the boat's construction. . . . Andy Jacobsen, at the Tregoning yard, is building in his spare time and as conditions will permit, an attractive 34′ cruiser of conservative streamline design, to be christened *Playmate*. . . . It is reported that a group of young men has formed a "Y.M.C.A. Yacht Club," of boat owners and others who have not yet acquired their first commands.

CHESAPEAKE BAY ACTIVITY

By Bugeye Bill

▶ Yachtsmen from the Chesapeake Bay country have bid successfully on four craft among a group of 44 offered for sale by the War Shipping Administration last year. The boats have been declared surplus by the Government which used them for various rôles in the war.

Anna M. DePopp, Alexandria, Va., was high bidder for the 38′ Maine-built cruiser *Alcormin*. The Amory brothers, of Newport News, Va., bid high on the 62′ auxiliary Alden ketch *Trade Wind*, formerly from Miami, and the 46′ Matthews cruiser *Moonbeam*, formerly owned by Howard Crawford, of Washington. Paul W. Liskey, Jr., of Harrisonburg, Va., gets

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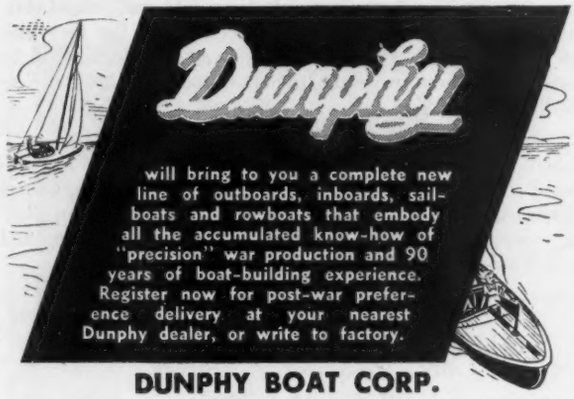

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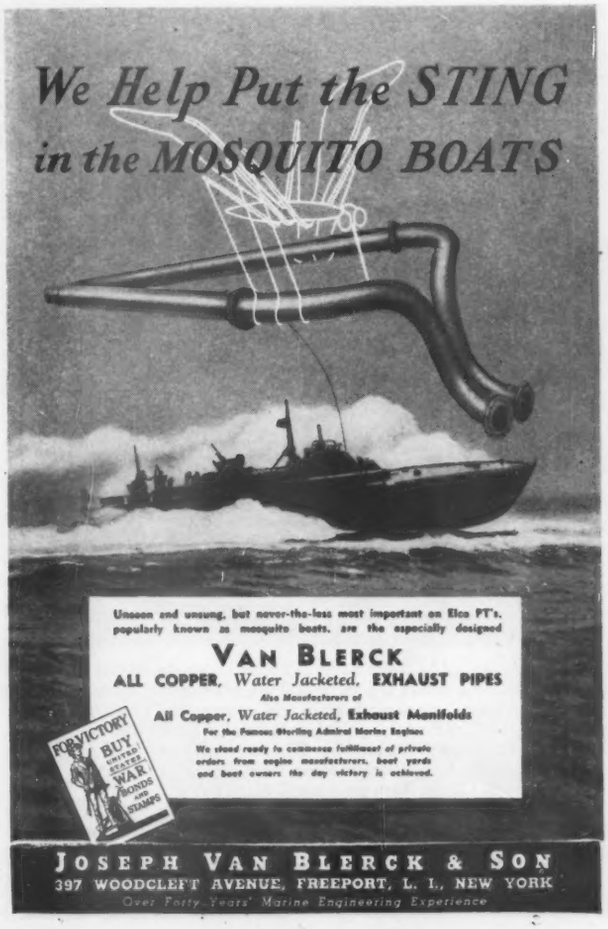

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▶ New commodore of the Potapskut S.A., near Baltimore, is F. Murrell Stevenson, Jr. Other officers are: David S. Johnson, vice commodore; Kenneth W. Scott, secretary; Kenneth C. Miller, treasurer; Charles E. Loughney, Jr., chairman of racing; Dr. Charles E. Balfour, chairman of cruising, and William O. Jensen, Chesapeake Bay Y.R.A. delegate.

▶ Under a plan announced recently by the Coast Guard Auxiliary on the Eastern Shore, 23 civilian-manned rescue stations along the Bay will be placed in operation between North East, Md., and Crisfield, Va. Plans call for enough boats and personnel to assure quick action in case of emergencies.

The upper Bay area will include stations at Havre de Grace, North East, Chesapeake City and Betterton. The southern shore will be divided into three areas. One will include bases at Rock Hall, Queenstown, Claiborne and St. Michaels, the second, with bases at Oxford, Cambridge, and Barren Island; and the third will include stations at Salisbury, Bishop's Head and Crisfield.

▶ William G. Sullivan has been elected commodore of the Annapolis Y.C., succeeding Bill Stromeyer. Other officers are: Lawrence Thompson, vice commodore; J. W. Graham, rear commodore; Clyde O. Crockett, fleet captain; John C. Flood, secretary; John C. Hyde, treasurer; and J. B. Lincoln, Dr. H. H. Sadler and H. S. Strange, directors.

Charles S. Dell, Sr., is chairman of the race committee and Anthony C. Davis, chairman of the membership committee. The local U. S. Power Squadron is meeting at the club each Monday night for seamanship classes.

▶ Dates for the second annual Virginia Sailing Regatta have been set, with the event scheduled for July 28th and 29th at Irvington, Va. The Rappahannock River Y.C. will be host club. The event, which proved highly successful for the first time last year when the Urbanna Y.C. played host, again will be sponsored by these two clubs, the Hampton Y.C. and the Norfolk-Portsmouth Y.R.A.

▶ Jack Stone, owner of the Alden cutter *Sonata*, has been reelected commodore of the Capital Y.C. in Washington. Others returned to office are Earl Baker, vice commodore; John Fickling, secretary-treasurer; Kenneth Johnson, measurer, and D. H. Fowler, L. P. Kent and R. S. Doyle, directors.

SOUTH SHORE OF LAKE ERIE

By John G. Robinson

▶ Edward W. (Whitey) Weir, has been elected to serve as commodore of the Forest City Y.C., of Cleveland, for 1945. Assisting him will be Leonard Schulte, vice commodore; Edward E. Deuring, rear commodore; Wayne P. Woodruff, fleet captain; James W. Vanden Bosch, secretary-treasurer and Ivo C. Grimm, Tom Kreves and O. J. Doyle, trustees. Ed. H. Whirsham has been appointed sail and power boat measurer.

▶ The Edgewater Y.C., of Cleveland, has reëlected Al Bubel as commodore for 1945. Lester T. Hoffman is the new vice commodore, with Denison Suladie, rear commodore; John Kraus, secretary; Lewis Johncock, treasurer; Dr. John Filak, fleet surgeon; Theodore Mahoney, sail yacht measurer; Jos. Hajek, power boat measurer and Leo Young and John Hurrell, trustees. Past Commodore Leo Beauregard is the new delegate to the Inter-Lake Y.A., with Lester T. Hoffman. alternate.

▶ William (Scotty) Robertson, who for several years has served as secretary of the White City Y.C., was elected commodore of that organization for 1945. Other officers elected were: John

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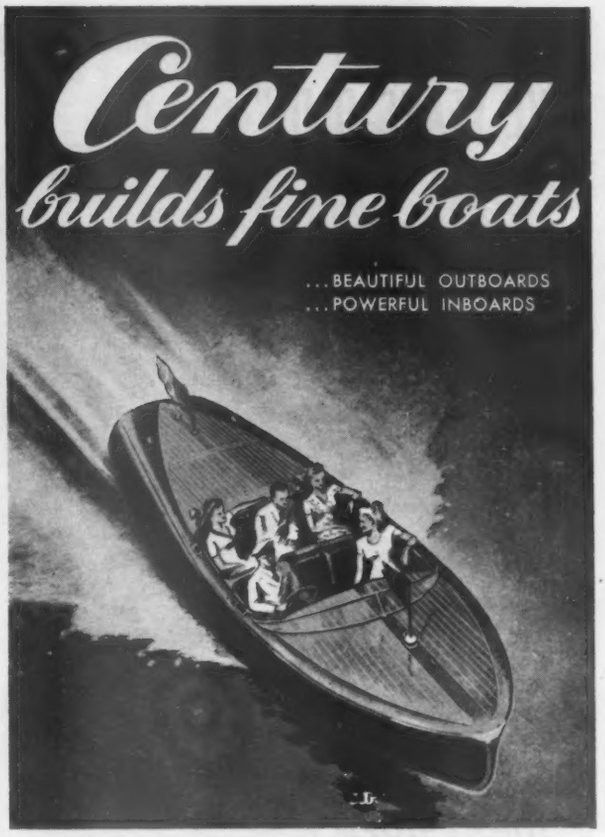

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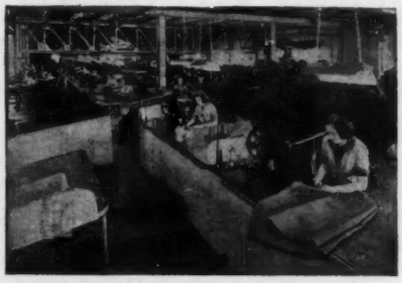

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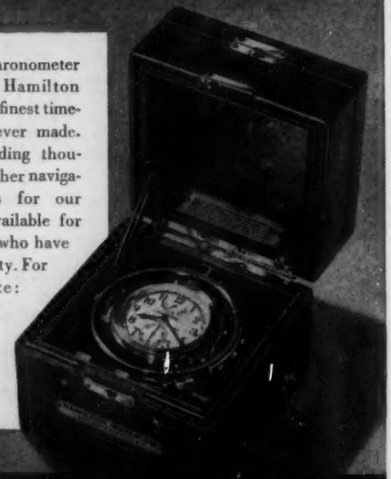

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A NEW NAME IN NAVIGATION

Lee, vice commodore; Henry Drennan, rear commodore; Walter Henry, secretary and Bob Whitney, treasurer. Herbert Tessmer, Arthur Feltham and Larry Waldrip were elected trustees.

▶ At the annual meeting of the Vermilion Power Squadron, held January 25th, the following officers were elected for 1945: John G. Robinson, commander; Dr. Dudley B. Langell, lt. commander; Virgil H. Waite, secretary-treasurer.

▶ Wes. W. Jordan, of Columbus, T. J. LeBlanc and R. A. McDowell, of Cincinnati; A. J. Oliver, R. W. G. Wilson and A. A. Mastics, of Cleveland, were elected to the governing board of the U. S. Power Squadron, representing district seven.

▶ A. J. Salzer, 1944 rear commodore of the Cleveland Y.C., was elected commodore at the annual meeting of the club held January 12th. Commodore Salzer has been active in the club for many years and is a member of the syndicate which owns Yacht Club Island. Other officers elected were: N. C. Foster, vice commodore; James T. Van Dorn, rear commodore; Whitney Slaght, secretary and N. C. Schweicher, treasurer. New trustees elected were: Paul Gayman, N. C. Foster, R. G. Heintz, Lee Wilson and N. C. Schweicher, for three-year terms, with Charles A. Kleinhans elected for one year to fill the unexpired term of Ray St. John, resigned.

FLORIDA TRADE WINDS

By Vivyan Hall

▶ Some twenty of the boatbuilding and repair yards throughout the state have organized the Florida Small Shipbuilders Association. Since they have so many problems in common pertaining to government contracts, manpower and materials, they felt they could get quicker results through group action. This is the same sort of thing that the Small Plants Division of the War Production Board has been trying to do in other lines, of course. Following meetings at Orlando, Miami and Jacksonville, officers have been elected for the first year. They are E. L. Taylor, of Fort Pierce, president; G. R. Keagle, of Miami, vice president; Cal Meloon, of Pinecastle, secretary; and John M. Campbell, of Palatka, treasurer.

▶ A New York "Forty" has proved that, in spite of gasoline rationing, it is now possible to cruise in the West Indies. *Vixen III* is just back from an 800-mile trip under sail. Her two owners, James Davis and Robert Robinson, of Miami, and Graham Biglow, who did the navigating, collected passports and clearance papers and the blessing of the Coast Guard and started down Hawk Channel. At Havana, they were welcomed by Commodore Manuel Rascoe, of the Miramar Y.C., as the first American yacht in three years. At Nassau, they had never seen the harbor so empty. *Vixen* did not even use gas for her outboard as she took along her Class X sailing dinghy as a tender.

▶ McCloskey and Co., of Tampa, having completed a government contract for concrete ships, are now building steel coastal freighters for the Maritime Commission. The first of these was launched early in February. Lemuel Connelly, who used to sell Johnson outboard motors, has taken over the Tampa Johnson Sales and Service and will operate under the name of Connelly and Son Marine Mart. The new firm will handle Johnson motors, boats and marine supplies. The second of a group of five 183′ tankers for the Army was launched by the Florida Shipbuilding Corp., of Ojus, late in January. The American Shipbuilding Co., of Miami is building a 36′ experimental Gulf Stream fishing cruiser with a 2000-pound gyro stabilizer five feet in diameter. This stabilizer will be driven off the forward end of her Chrysler Royal engine. Her performance will be watched with interest by boatmen who have seen the Gulf Stream get rough.

▶ At St. Petersburg, Dr. W. W. Jennings has a new 26′ sloop and Henry M. Amsler, skipper of the local Power Squadron,

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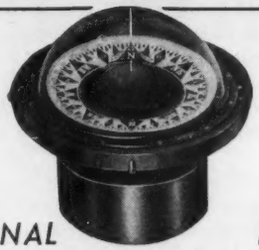

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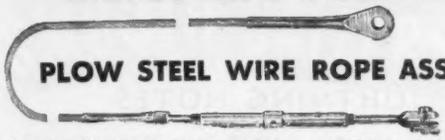

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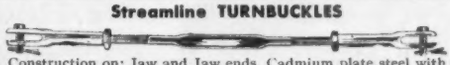

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has received his motor cruiser *Jean III* back from the Coast Guard. Commander James Greenwald, of Coral Gables, has sold his 24′ sloop *Hai Loong* to J. T. Lambert of Miami. The Commander has been too busy as executive officer of the blimp base at Richmond to enjoy his own boat. J. A. Allen has bought the 21′ knockabout which Basil Symonette brought over from Nassau a few years back. She is one of the original Pirate Class boats which the Royal Nassau S.C., had built in the early thirties. Carrington Gramling and John Booth have sold their 23′ auxiliary sloop *Carolyn* to Harry Wohl, of Miami Shores, who has moved her from Coconut Grove to the Little River Yacht Basin.

▶ George D. Morgan, of Richmond, Va., has bought the 80′ diesel cruiser *Rosewill III* from W. C. Rands, of Detroit, and is having her reconditioned at Merrill-Stevens. O. J. Law, of Clearwater, has sold his cruiser *John Go Long* to Logan Becker, who has renamed her *Rulo*. W. L. Newbquer, of Sarasota, has sold his Owens Thirty to Millard Irwin, of Cleveland. William Gerhardt, of Green Cove Springs, has bought the motor cruiser *Mermaid* from W. M. Cercy, of Clay City. William Schloss, of Hollywood, has sold his 30′ motor cruiser *Blue Bonnet* to Paul Bulman, of Golden Beach. Maitland Smith, who has recently moved to Miami and been getting out on Biscayne Bay in an outboard dory, has now bought George C. Hoover's 34′ Chris-Craft cruiser. She has been renamed *Strathdee* for her owner's former home in Scotland.

▶ Biscayne Key, off Coconut Grove, is being used for filming William White's story "They Were Expendable." A division of six early Elco PTs, similar to those commanded by Lt. (now Commander) John D. Bulkley, is being sent down from New York (when they can get out of the ice). Different parts of the Key will be used for Cebu, Mindanao and other islands of the Philippines, the Coast Guard Base at the Royal Palm Dock, Miami, will represent the naval base at Cavite. Biscayne Key, where the Seminole Indians burned the Cape Florida lighthouse, has seen varied military service in this war. Amphibious training has gone on there. And an instruction film for flyers was made there, showing them how they could live on coconuts and fish if they were forced down.

LIGHTNING NOTES

By James M. Trenary

▶ The annual meeting of the Lake Michigan District of the Lightning Class Association was held at the Argonne Hotel in Lima, Ohio, in January. The meeting was exceptionally well attended with many fleets represented. Walt Swindeman, District Secretary, had a large group from Toledo, with South Haven, Michigan, Columbus, Ohio, Canton, and Cincinnati all well represented.

July 27th, 28th and 29th were set as the dates for the Annual District Regatta to be held at the South Haven Y.C., South Haven, Mich. Edward W. McCain of Canton, Ohio, was elected District Secretary for the year 1945, succeeding Walt. E. Swindeman.

▶ Leonard Ladenburger reported the total registered list of Lightnings at 1369, an increase of over 150 since the 1944 season. Between 10 and 12 new fleets are in progress of organization, which may mean a total of over 70 chartered fleets by the beginning of the 1945 season. Mr. Ladenburger stated that the *Year Book* would be off the press by April 15th, and *Lightning Flashes* would be forthcoming quarterly as heretofore.

Jim Trenary stated that the 1945 National Championship Regatta would be held at Riverside Y.C., Riverside, Conn., on September 7th, 8th and 9th. Commodore Clifton A. Hipkins has appointed Russell J. Nall to act as general chairman of the event, and subcommittees are in the process of formation. The Shore Acres Y.C. on Barnegat Bay, New Jersey, will be host for the Atlantic Coast Lightning Class Championship on dates to be announced by Commodore Pennock.

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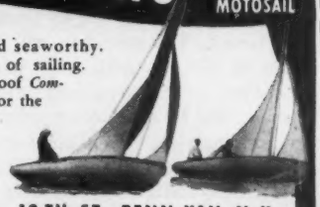

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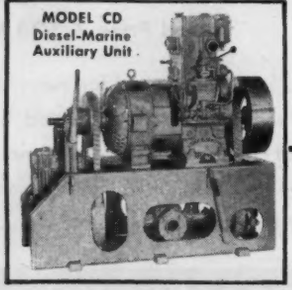

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NEWS OF THE INDUSTRY

C. P. AMORY'S NEW HEADQUARTERS

▶ C. P. Amory, Inc., Norfolk boat distributor and yacht broker, has moved into new quarters at 108–28th Street. He has also purchased the property at the Hampton Marine Railway, which he has rented for the past ten years for use as a showroom, dock and service department. Alterations have been made which will result in the storage and display of used boats under cover in one continuous building.

NEW MAYPOLE HEADQUARTERS

▶ Maypole Boats and Motors, Chicago, is now located in a new shop at 5901–07 West Madison St. Among its many facilities are a shop-long continuous bench and various departments for motors: for delivery, to be rebuilt, or under repair.

IN THE NEWS

▶ C. E. Scott has resigned from the Haskelite Mfg. Corp. to operate the C. E. Scott Co., Inc., 155 East 44th St., New York, which will handle veneers, plywood and kindred products. . . . Cummins Engine Co. announces the appointment of F. W. Sparks as manager of the Cleveland region. His address will be 805 Fidelity Bldg. . . . The J. H. Westerbeke Corp., of Boston, has purchased the assets and good will of the Gray Aldrich Marine Corp., which for 40 years has been located at Commercial Wharf. The new firm will operate under the Westerbeke name at 280 Northern Ave., which is adjacent to the Boston Fish Pier. . . . The panoramic story of the American merchant marine, told by a full color sound slide film, has been prepared by Westinghouse. The film may be obtained from the nearest Westinghouse office, or by writing P. O. Box 868, Westinghouse Electric and Mfg. Co., 306 Fourth Ave., Pittsburgh, Pa. . . . An illustrated "case book," portraying the personnel and factory operations involved in the manufacture of Harvey-Wells communications equipment, has just been released by that company, which is located at Southbridge, Mass. . . . Masterson & Schlegel, Inc., naval architects and yacht brokers, have announced the removal of their offices to 25 Broad St., New York 4, N. Y.

ON THE PRODUCTION LINE

▶ Sherrill Research Corp., Peru, Indiana, has received the Army-Navy "E". . . . Stars for their flags have been awarded the Johnson Motors Co., of Waukegan, Ill., and the Greenville, Michigan, plant of the Federal-Mogul Marine Division.

An 85-foot aircraft rescue boat built by the Burger Boat Co.

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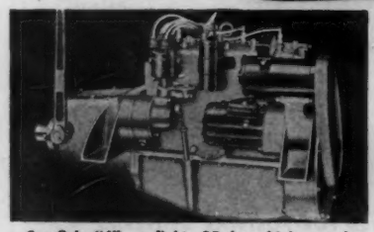

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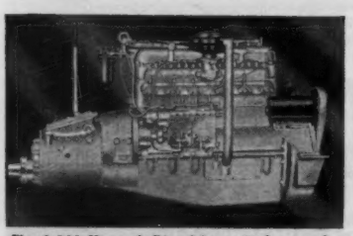
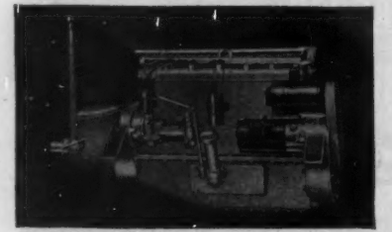


The 6-288 Kermath Diesel is an 84 h.p. medium duty engine noted for its smooth power delivery at all engine speeds up to 2600 r.p.m.

Sea-Chief "4" is a medium duty 30 to 40 h.p. motor or a 61 h.p. job with reduction gear.



Sea-Prince a 93 h.p., is a high speed, low priced engine for a wide variety of uses. Also a 70 h.p. medium duty motor.

Besides providing the largest, most complete selection of marine engine sizes, horsepower ratings and applications, Kermath has gone a long step farther in leading the industry in many engineering innovations that have added many chapters to the enjoyment of motor boating and its complete security in the past.

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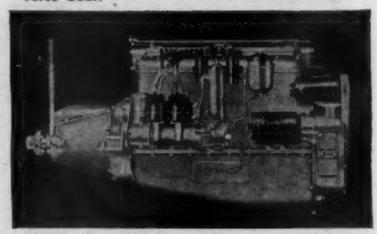
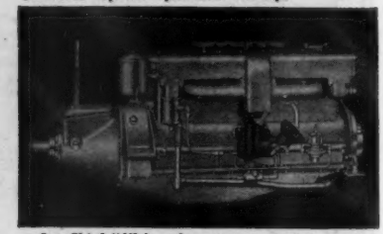
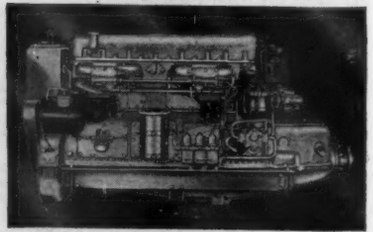
The Sea-Chief "8"—a 100 h.p. and 110 h.p. low priced straight eight for cruisers and runabouts—showing Upton Reduction and Reverse Gear.



The Sea-Mate 115 h.p. medium duty "Six" for cruisers, work boats, larger auxiliaries. The Sea-Mate "Special" provides 155 h.p.



Sea-Chief "6" is a low cost, powerful, silent operating motor of 103 h.p. for a variety of runabout and light cruiser uses.



The Sea-Raider "Six" is another brilliant war time development with a normal rated horsepower output of 250 h.p. Ideal for cruiser and speed boat.

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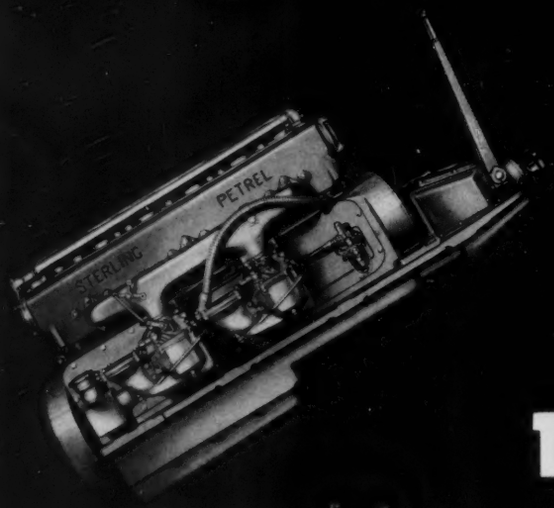

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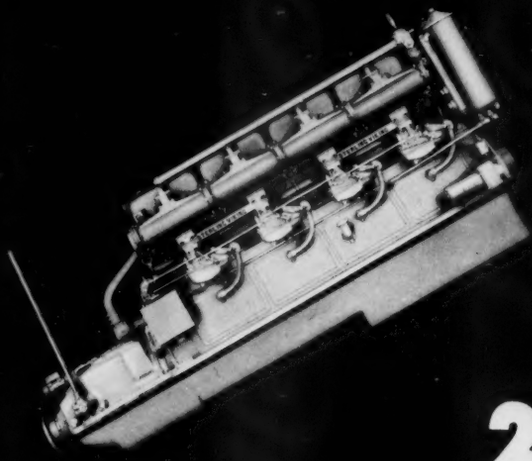

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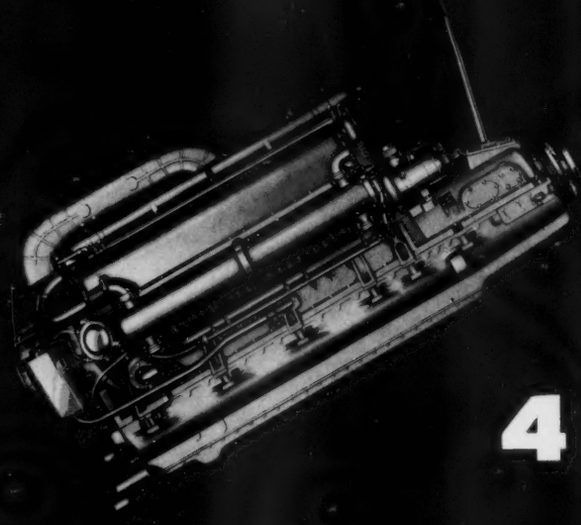

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